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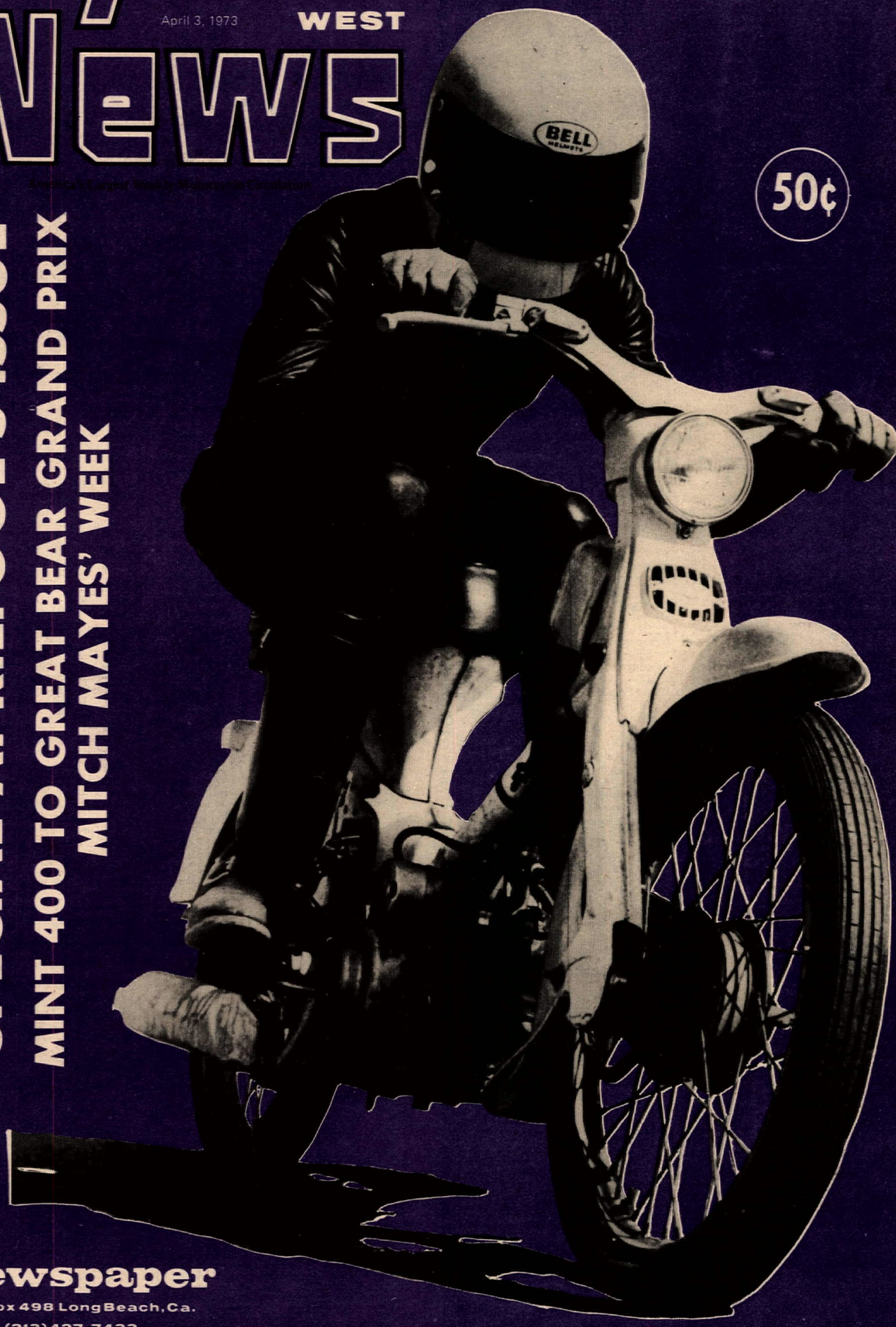
Cycle News WEST

April 3, 1973

America's Larger Weekly Motorcycle Circulation

KILLER HONDA

50¢



SPECIAL APRILFOOL'S ISSUE

MINT 400 TO GREAT BEAR GRAND PRIX

MITCH MAYES' WEEK

Newspaper
P.O. Box 498 Long Beach, Ca.
90801 (213) 427-7433

The 'Bear' Came Over to Riverside

Being An Incomplete Account of the First Great Bear GP

Mitch Mayes (Hus) did it again. He was unofficially first overall in the combined classes on Sunday at the O.C.M.C.'s GBGP (as they called it).

Mitch eventually took over the lead after motocrosser Mark Cook (Bul) had taken off like a jet only to drop back and out with mechanicals.

by John Huetter
Photos by Marcia Holley and Dave Schoonmaker

RIVERSIDE, CAL., Mar. 25, 1973 — I try not to admit it but there is a tight knot of something about where I imagine my stomach used to be. Two cups of coffee and the casual joking around in the impound area are over.

Hmm, third row of Novices. Not bad. But why start us on the quarter-mile drag strip? That first right-hander is going to be murder. What if the bike stalls...or won't start? I can just see being run over by a horde of sidehacks. The 250 Experts are back there, too. They're faster off the start than any Novice on any size any day.

The kidding is more strained; the laughter is definitely more forced. There are Novices with gray hair and Novices not old enough to shave in the same row. How long can you stay with this sport? The Orange County M.C. official holds up five fingers. I kick the bike and it starts on the third kick, like always. Turn it off to save gas. I suddenly notice a dryness in the back of my throat. How long has it been like that?

The official's fingers are down to one. Bikes are running all around me with clouds of gray smoke obscuring vision and stinging the nostrils. The CZ starts up again. Fuel taps on and sonofagun, here's the guys with the rope. I can see Experts disappearing into the fog that shrouds the first turn. The rope flips over the heads of the 15 riders on my row and the engine dies. Boot, stomp, kick. Bikes coming past. Off to the side, push start, it runs clean at low RPM won't rev high enough to pull the tall Grand Prix pavement gearing. Push, bump. There go the sidecars, a lot of them. Ah, hell, I blew it.

A three-mile running push-bump sweaty tired trip later, I find the plastic waterproofing material has sucked around the Filtron, cutting off air at medium to high RPM and flooding out the engine. Now I'm really mad. Dumb. Turns out there wasn't much water on the course, anyhow. Just deep gumbo mud. Push, bump and it fires clean after a plug change and some shoving from the best pick-up pit crew ever.

Finally in the race; four laps down but the little beast is just howling. I've seen Mark Cook come by like a banshee on what has to be a 400 Bultaco. Jim Fishback I recognize going by. The other numbers aren't familiar through the sweat and mud.

OK, up the bank onto the dirt. Gotta remember that four-foot dropoff they talked about in the riders' meeting. Pass a couple of sidehacks. Two sharp bumps and big mudfield. Plowed on through in good shape. Guys are dropping out of sight up ahead. Gas it. Airborne the dropoff...OOOFF! And now I'm out of shape for the sharp right-hander. More ruts and stutter bumps than I ever thought possible on one course. Jack Knebel comes by. I follow his line down through the bumps to the culvert. He knows how to pick'em. A motocross berm after the culvert. Hot dog! Up to a short stretch of road and Knebel disappears.

More deep mud, hub-deep if you don't pick the right line. Man, finding good lines on this course is a real bitch. I feel sorry for the lightweights trying to negotiate it yesterday. Of course, they helped to chop it up this way. Open pasture and some grass that hasn't been churned into mud come up very fast. Ride the edge here, then...OOOFFF! Another four-foot dropoff they *didn't* mention in the rider's meeting. No way I'm going to be able to do that trip twice a lap. Pity the poor suspension.

Up the two-jump hill and John R. comes by. I follow his line. John picks some of the smoothest lines I've ever seen. Just right for us "old men." He soon disappears into the fog and dust. The combination of moisture and dust makes goggles film over, they come off and then my eyes film over. Flying blind; better slow down. More pasture, then a nasty downhill off-camber left with a bike and rider lying sprawled in the turn. (I will see at least one bike down in this turn every lap.) The approach is critical since this turn is followed by deep sand whoop-de-doos. Jim Fishback comes by. He doesn't seem to have a line; just charges across the whoop-de-doos looking completely out of shape. Nobody, not even the Experts moves away very fast through this section. It's too rough.

Not too much later, everybody breaks left downhill and out onto the pavement. An Open Expert on a 650 thumper comes by and we exchange grins. In some perverse way, this is fun. On to the engine-destroying long pavement stretch. Hope I'm jetted rich enough. A little TT action in the infield, over the jump and back on the pavement going toward the videotape cameras recording numbers. An O.C.M.C. official signals that my plates are clean. At least something is going right.

Finally, I get moving for a couple of laps, passing people; mostly other Novices and sidehacks. Spectators stare with looks of disbelief: "How come this turkey is so far back if he's riding that fast?" A very fast group of Experts comes by me on the pavement. There are about four all bunched together led by Dave Aldana disguised as Brad Lackey. They go away rapidly. How come they don't crash? Damn pros.

The dayglo unicorn pit sign is flashed at me telling me to come get some pre-mix. The pick-up crew gasses up, hands Gatorade, lubes the chain, wipes the mud from my eyes and a lens pops out of my goggles. Five laps went by very fast but the course is getting even rougher; the ruts very deep and muddy.

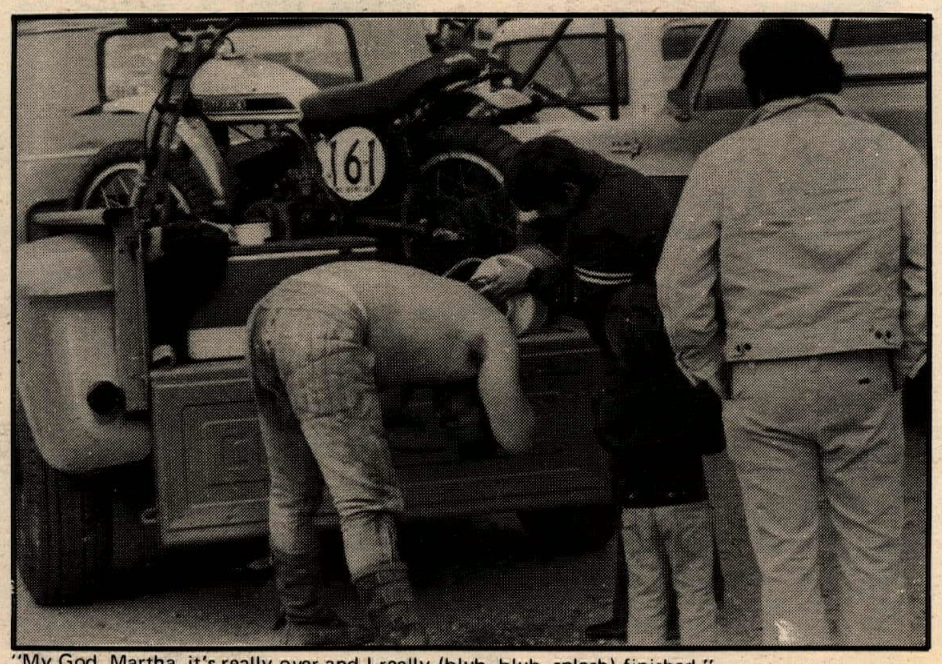
Most everybody is riding slowly over the dropoffs by now to set up for the following corners. A lot of bikes are parked beside the course. About 10 laps out of the 13 have gone by. A minute and a half later, I'm back on the pavement with an Orange County M.C. flagman waving me on with great gusto. Still picking guys off and being passed, in turn, by Experts lapping the field. All the sidehacks have been lapped twice by now, even by me.

Two laps later coming down the pavement, the piston starts getting sticky. I pull in on the clutch and shift down two gears. When I let the clutch out, the engine fires again and I go over the TT jump to the urging of my two faithful fans. (Everybody should be so lucky.) The next stretch of pavement comes up, I get into fourth, wick it and the bike is dead. We roll to a stop together with a hole in the piston. Far, far down the final straight, a guy in an orange jacket is waving a white flag. Damn.

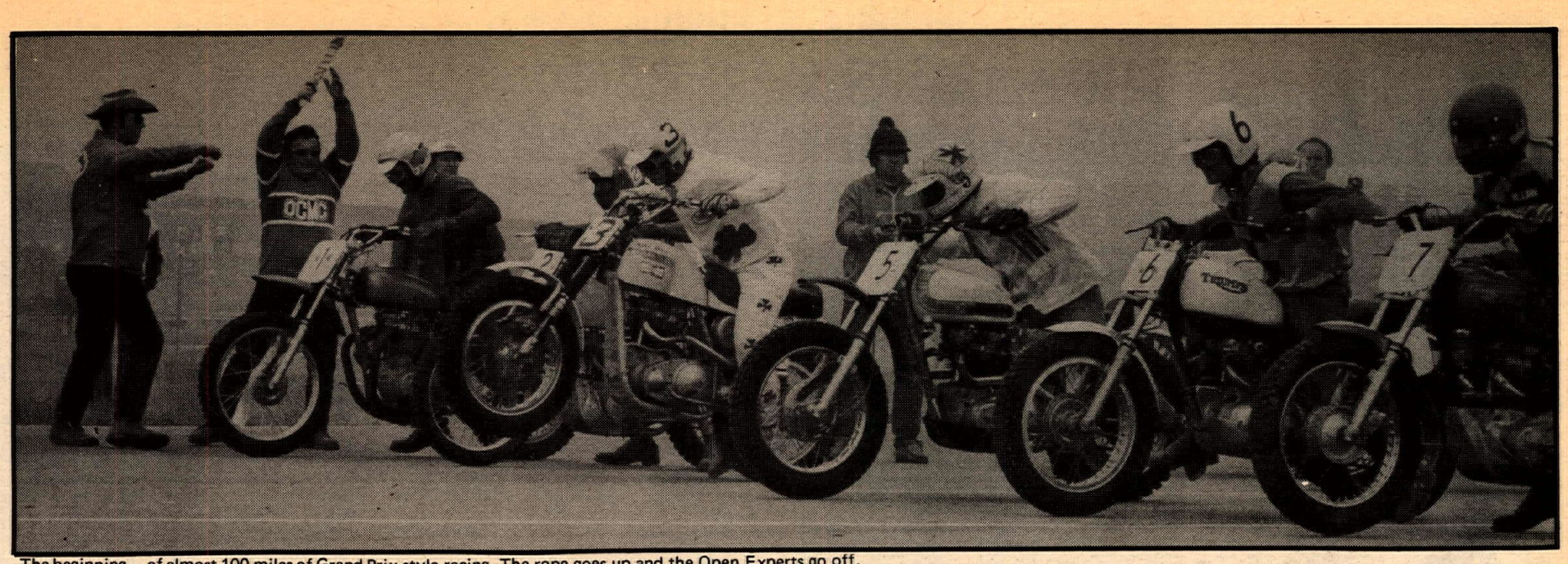
A push across to the checkered, three

(Continued on page 40)

The guy with 471 on his Kawasaki 450 MXer, Lackey's jersey and leathers on his body, and 13 on his helmet was...you guessed it: Dave Aldana! Of course, who else would do all that just to finish third.

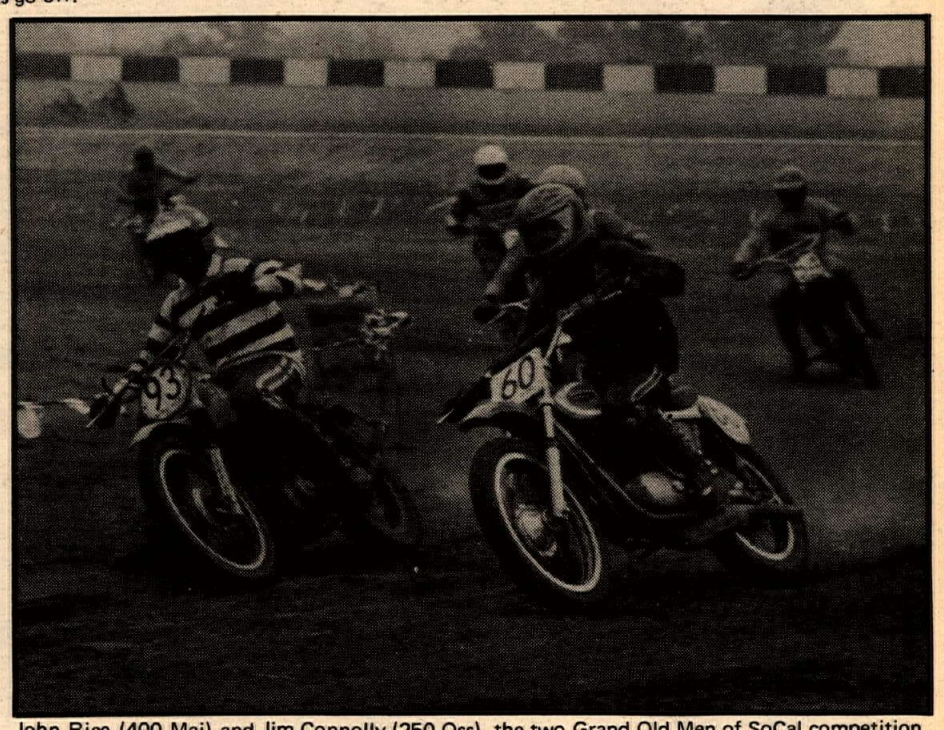


"My God, Martha, it's really over and I really (blub, blub, splash) finished."



The beginning — of almost 100 miles of Grand Prix-style racing. The rope goes up and the Open Experts go off.

A lot of sidehacks finished after being pounded on the rutted course. They got lapped a few times by the solo bikes but showed some nice, unique styles.



John Rice (400 Mai) and Jim Connolly (250 Oss), the two Grand Old Men of SoCal competition, had a terrific dice on Sunday. Jim TT'ed the flat sections; John R. had some of the smoothest lines on the course.

Castrol Wins at Daytona

At Daytona, weekend of March 10th, Castrol lubricated motorcycles swept the board – well almost.

DAYTONA 200 EXPERT CLASS

1st	Jarno Saarinen	Yamaha
2nd	Kel Carruthers	Yamaha
3rd	Jim Evans	Yamaha
4th	Dick Mann	Triumph
5th	Don Emde	Suzuki

COMBINED CLASS (100 MILES)

1st	Gary Fisher	Yamaha
2nd	Don Castro	Yamaha
3rd	John Long	Yamaha

JUNIOR CLASS
OOPS!

All above on Castrol!
Castrol Lubes the Leaders!!

KONI-POCONO AMA National Jamboree Road Race & Moto-Cross Aug. 16-19, 1973

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LESS SOUND <db MORE GROUND

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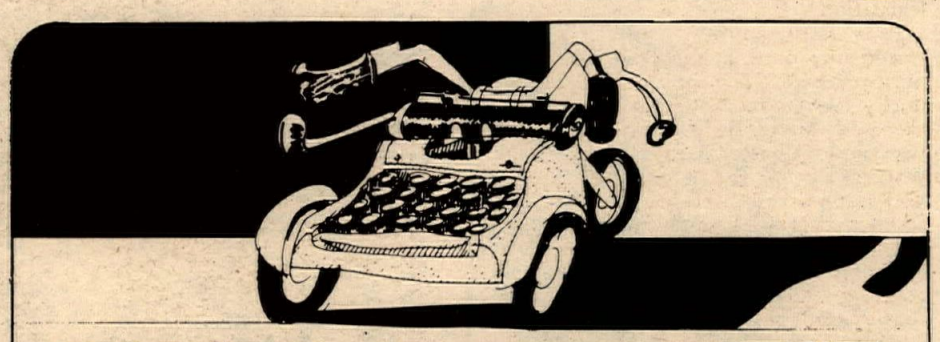


VOICES OF THE WEST

IFOA SPLIT

As a member of the International Four Owners Assn. please believe me that not all members feel as does Bill Robinson. My own informal survey shows me that 75% of all Four Owners race desert races.

Surely with no figures to back up my statement it would still be as valid as Bill Robinson's; who also produces no figures.

I have registered my complaint with the Four Owners Assn. and hope that other big bike owners who also have dirt bikes do the same.

MIKE MATHEWS
Anaheim, Calif.

Some CN staffers have also owned Honda Fours and desert racers simultaneously and didn't want to give up either aspect of the sport...Ed.

THEY ALSO SERVE

The growing interest in English Trials these days might make one wonder where this aspect of motorcycling is headed. Whatever greatness or popularity this sport might achieve in this country, let's never forget it could not be possible without the dedicated people that turn out at each event to check the sections. This dedication was much in evidence on Sunday, March 11 at Rawhide Park, with 21 sections (some with two checkers) being tended by these hearty souls for over four hours in cold rainy weather.

Mere words cannot express the sincere thanks to those who gave up their conveniences to make it possible. This includes the set-up crews and scorers. They know who they are and we couldn't go far without them.

JERRY WIENCEK, Vice-President
Plonkers Trials Club

ON THE CORNER

I just returned from the greatest race in the world, the Daytona 200.

First, I was happy that Jarno won the race.

Secondly, where does the AMA acquire their flagmen?

I sat in the grandstand on turn one and witnessed the unnecesary crash of DuHamel and Baumann. This never should have happed but the flagman on turn one was happily visiting with people over against the fence which he had to cross the pit road to get to. I'm sure he must be getting paid to be out there.

Thank God the two riders who laid their motorcycles down to avoid a fallen rider and machine in the middle of the track were two of the best or it could have been disastrous. This corner is the most "blind" corner on the track and riders depend on a good flagman. There was none, so DuHamel and Baumann crashed. This flagman never did his job even after this incident. He continued at the "fence" through the entire race.

Please do something about this before it's too late. Riders' lives depend on it.

KATHERYN DEUBLER
Sioux Falls, So. Dakota

We have heard this from other sources, also...Ed.

WHAT IS "HELP"?

Having re-read Ron Schneiders' "Gambit" column regarding enduros, I feel a need to reply.

Like any opinion article, the reader can accept or reject whatever he desires and so with "Gambit." Some of the things Ron brings up are objective and well taken and I'm sure can help improve things...he should have stopped there. The remainder of his column offers nothing productive at all. I feel that at time, such as these, when the writing is on the wall and each of us needs to help each other so we may keep and enjoy what we have, antagonizing each other can serve no constructive purpose.

The promoters of these events, whether for fun or profit need encouragement, not abusive criticism. (Here again I disagree with Ron about the profit angle since as far as sportsman clubs go, there is no real profit and there is usually much individual sacrifice and expense). When a club attempts to open a new area to riding, such as Frazier Park, they need some support from the rest of us, including the district, the A.M.A., and the news media along with the riders.

DAVE SMITH
Prospectors M.C.

We maintain that a responsible journalist does everybody a disservice when he/she reports that "Everything is just swell." when it isn't...Ed.

SALINAS UNSCRAMBLED?

I must take exception to the story written by Patrick Neil, February 18, 1973, concerning the winter scrambles at the Salinas sand pit. It is not a matter of being objective but of facts that really bothers me.

Mr. Neil states that the man that won the 250 Expert Main event was a club member. The winner was Dennis Huff who is not a member of any club although he is a very accomplished rider. The slur against the club also reflects on the district of which I happen to also be an official.

Mr. Neil's reflections on who is the official and what is right is a matter of some question. The referee for the day was Stan McVee and the only other official could have been competition committee man Roy Erlenbach and I don't believe that either was drinking or being a red neck.

BILL SPENCER
Mountain View, Calif.

MORE INVADING

On Sunday, March 11, I made it out to Red Mountain to participate in my first "real AMA desert race." Imagine my chagrin and disappointment after all the preparation when a rear shock on my 4-month-old bike broke only 30 minutes before start time.

I resigned myself to the situation, removed my tank card, and headed over to the sign-up area to investigate the possibility of collecting a refund before heading 150 miles back home. Fortunately, the Invader I ran into was John McGowan, who cared enough to inquire what the problem was, and promptly offered me the loan of one of the Girlings off his bike so that I could race. Boy, did that make my day!!! Gosharooties, these desert racer people are really swell friends — to complete strangers yet!

PATRICK McEVOY
Pie Plate 19

Send Kookie a bone, why doncha?...Ed.

CUTTING COURSES OUT OF SCHOOL

At the Daytona National motocross, Saturday, March 10, 1973, 25 of the 250 Novices who had ridden the Florida series were automatically qualified to ride this event. Experts such as Peter Lamppu and Gary Jones were required by the AMA to run qualifiers to get in.

Peter called me Saturday evening from Daytona to tell me he placed seventh in each money moto but that John Lancione, the AMA referee, informed him after the event, that he might be disqualified in the first moto since one of the scorers said he had cut the course. Peter said he did not do this, to his knowledge. The following day, the results were posted and Peter had, after all, been disqualified.

When I was scoring for the AMA during the most recent Trans AMA series, I told John Lanione that I saw a rider cut the course, go completely off the track and around a jump. I asked how this should be handled since I was only a scorer reporting to him, the referee. He answered to just forget it because he, personally, didn't see it.

I really would like to know why my husband was penalized in this manner causing a drop from fifth position overall to twenty-fifth. Aren't the AMA rules supposed to be the same for everybody?

JUDY LAMPPU
Sherman Oak, Calif.

"Light Brown" and Peter seem to have come to agreement that Pete did go off the course, though unintentionally. It strikes us that if a scorer or starter sees a rider cut the course, the decision to penalize a lap (or whatever) should stand...Ed.

TWO SIDES OF THE INVADERS' RUN

I would like to make a point concerning a flyer distributed at the Invaders Hare & Hound, 3/11/73. The Invaders recommended a boycott of business firms in Ridgecrest and California City for their stand on Red Rock Canyon State Park vs. State Recreation area which would be open at O.R.V.s.

Why be so greedy? Red Rock Canyon is a unique area that consists of delicate sandstone for one thing and it also is on one of the major highways which carries a large number of Sierra Club members. ORV, including motorcyclists, could do themselves more good if they would concentrate on keeping desert areas open that are away from well traveled highways: out-of-sight, out-of-mind.

Anyone that has taken Highway 395 North from Cajon pass near Phelan turn-off can see how conclusions are reached about how much damage is done by motorcycles. The same trails away from the highway probably would go unnoticed.

Let Red Rock Canyon be a park for the Sierra Club and walkers, let's concentrate on other areas.

LeROY MARQUARDT
China Lake, Calif.

If off-road motorcycling could be assured of having "other areas", it would seem reasonable not to worry about Red Rock as it's only a few square miles. But precedents established are, effectively, impossible to reverse...Ed.

Discussions With BIG DADDY

Effects on LA Bikers

by John Ulrich

Raise the name of Jess Unruh at any gathering, and you'll get varied responses. The significant fact is not that the responses vary, but that they exist. It seems that everyone has an opinion of Jess Unruh, and good or bad, those opinions stand as tribute to the controversial public life of Mr. Unruh.

I was curious about the man himself, and especially about his feelings on subjects affecting motorcyclists. I accepted when Gene Geary of the Teamsters' Union offered to set up an interview with Mr. Unruh, who is now running for Mayor of Los Angeles. It turned out to be a very wise decision.

Shortly after confirmation of my appointment with Mr. Unruh, several noted state and national political figures I had been trying to get interviews with for months came through. It seemed that the very name "Jess Unruh", and his granting me an interview, opened doors that I never thought existed. It is obvious that Jess Unruh is well respected in the world of politics.

That is easy to understand if one recounts Unruh's political life. He ran for the California Assembly for the first time while still a Political Science major at the University of So. California. That was 1948, and Unruh lost in the primary.

Back in pursuit of political office in 1954, he defeated a 16-year incumbent for state Assemblyman. He was then 32. By 1957 he was Chairman of the California State Committee on Finance and Insurance, and ran the Committee on Ways and Means for three years authoring the state budget. He was elected Speaker of the California State Assembly in 1961.

Re-elected 27 times, his 7 year 3 month career as Speaker saw him guide landmark civil rights legislation followed by a series of laws dealing with consumer protection, school reorganization and finance, environmental planning, conflict of interest and campaign financing disclosure.

Reform of the California government during his tenure as Speaker resulted in staff, facilities, and salaries sufficient to make California state government the standard by which other states are judged.

So I knew Unruh was a political hotshot, but that was about all. A lot can be learned about a man from the staff he maintains. While waiting for Mr. Unruh to return from campaigning for Mayor of Los Angeles, I discovered my wallet was barren to ransom my Honda back from the parking lot pirate who had crunched it between a Porsche and a Lincoln minutes before. Unruh's secretary gladly loaned me $1.25. My mind was at rest.

A look at Unruh's office is even more impressive. His wall is lined with inscribed photos of people like John F. Kennedy (Unruh managed his California campaign in 1960) and Richard Nixon. The collection is rounded out with pictures of Robert Kennedy, Lyndon Johnson, the originals of political cartoons drawn of Unruh during his time as speaker of the Assembly, and a poster of a little boy who wants "my very own city when I grow up."

I find myself faced by a friendly man telling me that rather than deal exclusively with questions related to the office he is currently seeking (Mayor of Los Angeles), he would "rather talk to you about your problems".

As far as the city and motorcycles go, Unruh says "I think we ought to have a noise ordinance, but I don't single out motorcycles individually for that. We need a noise ordinance for the city in general, and motorycles *and* everybody else will have to conform to that. But I don't propose to pass special legislation."

Was there anything specific Unruh would like done in the city concerning motorcycles? "The only thing that I might urge would be that when bikes are sold, there be a complete list of instructions and usage suggestions worked out by the manufacturers with 'sickle clubs so that people are given some background as to what's proper and what's not proper. I also think there ought to be traffic schools they could go to to find out how to ride. Beyond that, I don't see any great problems." A candidate for mayor of a major American city advocating what amounts to motorcycle driver education! Surprise, surprise.

The next question dealt with the notoriety of certain elements of the motorcycle industry for screwing the consumer, not following up on warranties, giving people the wrong parts, faulty service, and a general run-around.

Just what would Mr. Unruh like to see done to promote responsibility among members of the motorcycle industry?

"I think quite clearly that is one area that the city Department of Consumer Affairs ought to be involved in, interested in, and concerned with. I would like to see the clubs around form sort of a self-policing operation so that they could bring complaints in to the Department of Consumer Affairs. Then that Department ought to prosecute. Beyond that, I think we ought to urge that warranty legislation be tightened in Sacramento, but not just on motorcycles, on everything. People who offer warranties have to live up to the strict letter of those warranties."

How about the situation of off-road vehicles use in California? With his answer, Unruh became the fifth major political figure I had talked to in three months that pointed out the inevitable fact that off-road vehicle enthusiasts are going to have to accept some limitations to their areas in California in the future.

"I think there have to be guidelines, and there has to be legislation defining what is proper use and what is improper use, putting aside certain kinds of areas for certain kinds of uses. I'm in general sympathy with Barry Goldwater, Jr.'s (Congressman, R-California) bill which would not preclude the use of off-road vehicles, but I think there ought to be rather firm rules as to what the usage is and published regulation so that cyclists and other users know what to expect. I'm not in favor of precluding their usage with everything, in the public parks and elsewhere. From what I know, I think I would prefer Goldwater's bill over Cranston's bill (Senator Alan Cranston, D-California) at this point. I feel that all ORVs should be licensed to deter theft problems."

One problem that motorcyclists in urban areas face, especially late at night and in other low traffic situations, is that the loop detectors that trigger traffic signals will not respond to motorcycles unless the machine is precisely placed on the often hard to see loop. Most motorcyclists do not know how to do this and so just run-red lights, becoming ticket bait.

What are the chances of the city undertaking a program to solve this problem if Unruh is elected mayor?

"It seems that the problem would be two-fold; dealing with new installations in which the problem could be corrected, and dealing with older installations. It seems to me since bikes can trip them, maybe we could just run a marker or a paint stripe to indicate where it is, and do it inexpensively. I know those tickets are fierce, and the cops really bang cyclists around, too. Particularly if they've got hair down to their collar."

The next subject discussed was the infamous California no-fault insurance bill.

"I have real reservations about no-fault at this point. I'm inclined to feel that we have to make progress in that area, but I'm reluctant about taking away the right of people to sue under any and all circumstances. It would be very difficult to extend no-fault insurance to motorcycles. I don't think it will happen."

The last question concerned the registration fee imposed upon motorcycles in the state of California. Since motorcycles weigh less, generally displace and pollute less, and cost less than cars, why shouldn't the state adopt a system of registration encouraging motorcycling with lower fees? Such a system could be based on weight.

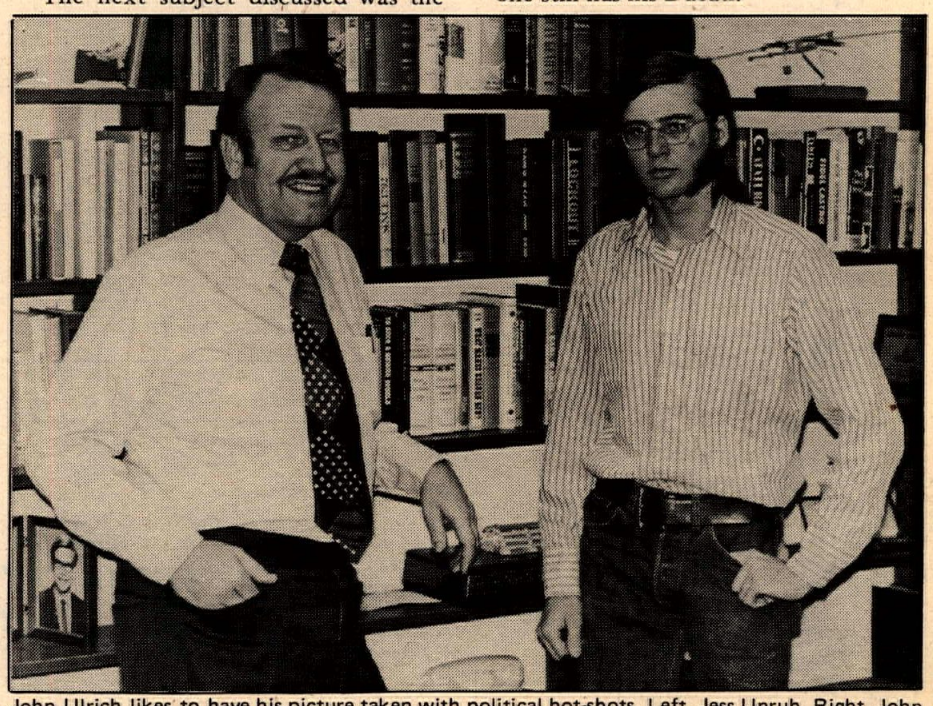
"I'm really not in favor of that, because if you do that, then you really ought to go in favor of small cars over big cars. I'm not necessarily opposed to that, but at this time I'm not ready to give the foreign cars that kind of competitive advantage over American cars."

Realistically speaking, Unruh turned out to be quite receptive to the needs and wants of motorcyclists, within the limits of his overall view. His advocation of a program of mass motorcyclists education stands unique among political figures I have talked with. What was it that made Jess Unruh so in tune to motorcycling?

"Well, all three of my sons have had motorcycles at one time or another, and one still has his Ducati."

Jess Unruh. When the crunch comes, which side do you want him on?

"I have real reservations about no-fault..."



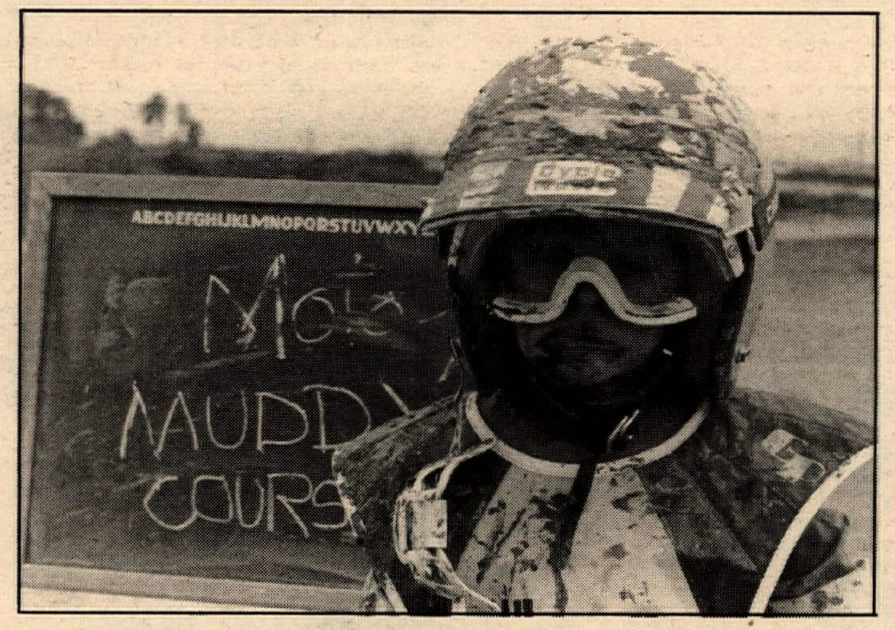
John Ulrich likes to have his picture taken with political hot-shots. Left, Jess Unruh. Right, John Ulrich.

BARKFEATHER

These dry courses are really rough. So I get out the trusty old water finder (pat. pen.) and poke around. Take note no shoes for this cause you never known when the gusher is coming in. Be very careful not to get any of that black gooey stuff.

Now get your weight back over that rear wheel.

AGAIN



Well fellas that's the secret of MX'un in the mud. This is Billy signing off. Send in now for your copies of Cycle News West every week.

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the latest poop

by Papa Wealey

All you lucky people have a choice on April 15. Even though the Sierra 100 Enduro has been cancelled, you have two enduros to chose from. You can ride the Sidewinder Enduro, which we mentioned last week, or you can run a two day qualifier type enduro with the URA, the Lame Dog. You can consult the calendar for more on those.

* * *

If you can't make either one of those, try the re-rescheduled Goldrush Enduro, which is now happening on Saturday, April 21.

* * *

Or, if you're down for the month, the Granny Run II has been rescheduled as the Granny II½ on June 3. All previous entrants will receive a new card in the mail, and any of you who missed the first attempt still have a chance. The PVDR are accepting more entries for the rescheduled event.

* * *

Last week in the Checkpoint Enduro, Bob Steffan, top SoCal enduro dude, was injured when he got off in a very difficult section. He has a broken collarbone and possible hip fracture also. We wish him a quick get-well and assume that lots of you do too.

* * *

We're having a big argument here about which bike is better for family enduros, the 360 or 500 Yamaha. Huh?

* * *

There's a horrible rumor floating around that the CN Killer Honda is an old relic found in a trash bin very close to the intersection of Sunset Blvd. and Pacific Coast Highway, just West of the Jack in the Box. Well, its not true, it was actually stolen out of a Light Utility Vehicle behind a house, just across from Venice bus storage lot.

* * *

Scooters are coming back.

* * *

THEY REALLY DID IT. They called it "Bob Braverman's Cycle Rider." Wow. The first issue of the new magazine has a 45 page comparison of five 250 trail bikes. But don't worry all you BB fans, Bob is right out there riding those trail bikes around Orange County's road course and drag strip. And there are plenty of pictures to prove it. It isn't everybody who wears his road racing leathers on a trail bike.

* * *

To set the record straight once and for all, we want to reiterate what our Daytona coverage pointed out. Art Baumann and Yvon DuHamel did *not* hit each other when they crashed. They both fell in the same oil or gas slick that Steve Dalgarno had fellen in just previously. It might have been avoided if the flagman had his stuff together. Fortunately, neither was hurt seriously.

* * *

Best all 'round performance on the Daytona pavement should be credited to Jim Evans who finished seventh in the combined and third in 200. Best all 'round performance (period) has to go to Dave Aldana who did everything — well. He also finished the 200 in front of John Cooper who was the other rider on a tube framed Norton.

* * *

Highest speed off the track at Daytona was 95.38 recorded on radar. This performance was turned in by one Maryland race fan. Short track on the beach cost $52.

* * *

Mike "the Bike" Hailwood received a special award for bravery after pulling fellow GP driver Clay Regazzoni from a flaming wreck at the South African GP. Hailwood, whose own driving suit was on fire from spilled gasoline, suffered minor burns for his heroic action.

* * *

SUGGESTION from a Desert Trailbike rider is that club procedure for Hare Scrambles and Hare and Hounds be standardized at one loop. Let your club rep to the Competition Committee in your district know how you feel about it if you ride a Trailbike.

* * *

The National AMA/AMDRA drag meet scheduled for April 6 and 7 at Orange County International Racey-way has been postponed indefinitely. Tough luck, Quartermilers, but look for it sometime during the summer.

* * *

Rumors that a bikie lost an arm at the Mint are false. It was a dune buggy dude. Four-wheelers are dangerous.

* * *

You can also look for the Ontario asphalt National to be run October 28, if things go right.

* * *

Contrary to what you may have read elsewhere (including previous issues of this paper), Jim Pomeroy will not be contesting the 500 International class in Grands Prix this year. Bultaco is not thoroughly satisfied with the prototype 400 so Jim will ride the 250 class if the various sanctioning bodies will let him change his entries from 500 to 250 GP. Wow, up against Joe-ell and all them other fast guys...again.

* * *

WORLD'S MOST FRACTURED OFF-ROAD RACE. Terry Clark broke his hip outside of check point No. 3 of the Mint 400 and was run over by another rider.

* * *

Bill Silverthorn and Gene Fetty rode a 250 Honda Elsinore and ran with the leaders (about third) until the transmission blew when Fetty was riding about 80 MPH. This pitched him pretty badly and he injured his knee. Fetty was asked later by a spectator. "Did you hurt your leg?" as he was limping around and he replied, "No, I've just got a rock in my shoe".

* * *

FOUR-WHEEL CUSTOM Parnelli Jones has let his hair grow and gone mod. During the race a photographer was standing out in the desert waiting for P.J. When he came by he punched it to get the front end off the ground, slowed down to wave, and then continued TO WIN.

* * *

JA. SHURE. While the CN photographer went to take a picture of Rolf Tibblin on my SL 70 Honda who should come up behind but Rolf himself going about 70 MPH. In the process of getting out of his way, she ran into a big puckerbush and almost crashed. After apologies to Rolf, he just replied, "That's all right. I was only trying to push you a little."

* * *

There are at least some sources within the motorcycle industry's big three, notably at American Honda, who are concerned about the increasing land closure problem and other potential and existing environmental restrictions on motorcycles. It is time for the manufacturers to get their act together and start using some of their advertising budget in cooperation to ensure that there will even be the possibility of riding their product, on street or dirt. You can't sell 'em if the buyer can't ride 'em.

* * *

John DeSoto's contract with Kawasaki apparently was not renewed after the Florida Series and he showed up at California's Escape Country motocross track on a CZ. Unfortunately, he crashed badly and tore the front forks off. John is not particularly easy on machinery.

* * *

PUT YOUR MONEY WHERE YOUR PUTTER IS! Evel Knievel has challenged Lee Travino to a $200,000 match in (gulp) golf. Evel says the big time golfers don't play under pressure because it's not their own money. We think Evel is crazy...like a fox.

* * *

Labor problems have forced the MV Agusta firm to stop work on new 350 and 500 racers for the European Gran Prix road racing circuit. MV-mounted Giacomo Agostini was blown off by Jarno Saarinen (Yam) and Renzo Pasolini in the 350 class at Modena, Italy last week.

* * *

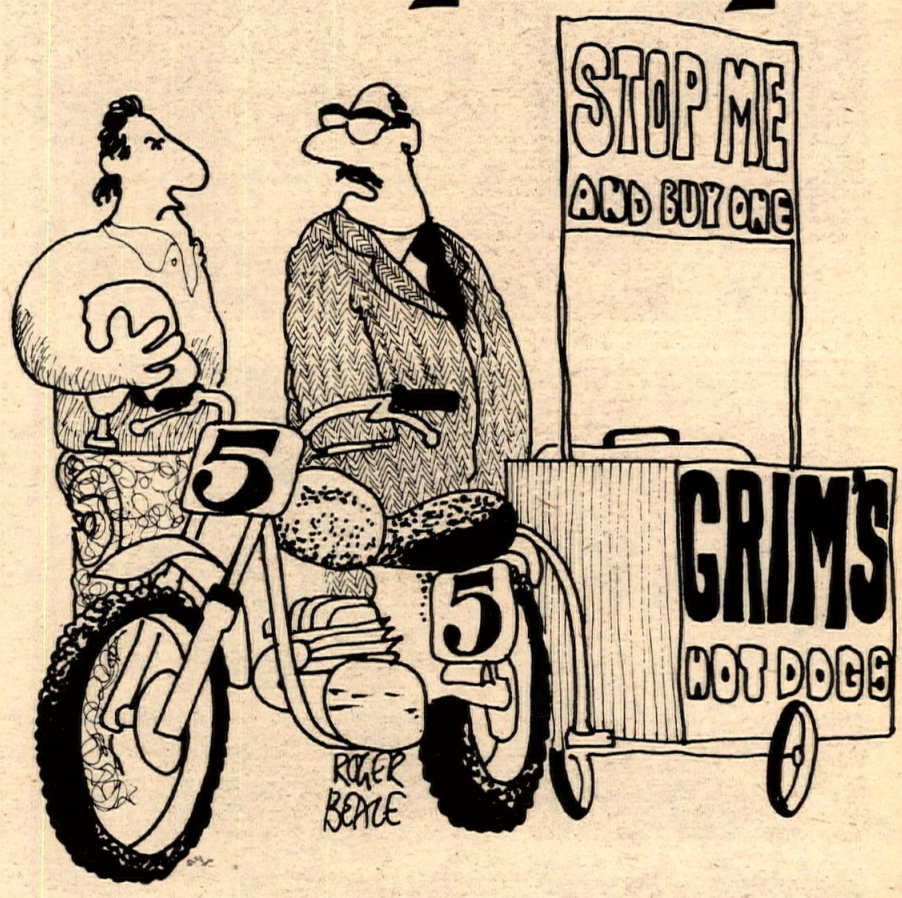
Radio KBIG at 74 thousand RPM on your radio have daily race reports of the Dallas National road race for Los Angeles listeners at 5:45 P.M. on the 30th of March through the first of April.

* * *

Today was a day like all days except that it may be April Fool's as you read this, in which case you might be amused by some of the stuff in this issue. Then again, you may not be amused at all. But we are, so eat your heart out!

* * *

Steve Hurd got off on the pavement going about 100 MPH and came out of it with a broken right lower leg, broken pelvis, possible broken shoulder and a bad pavement rash on his hip. He's in So. Nevada Memorial Hospital but really hurts.



"Well, if you want Grim's to sponsor you, you are going to have to get used to it."

:WSNEWSNOOZEGNUS

Cycle Smog Threat Under Control

VENTURA, CAL., Mar. 20, 1973 — Summoned to emergency session the Motorcycle Industry Coucil hammered out a resolution to "develop reasonable emission levels for motorcycles and meet clean air standards when they are announced."

The landmark resolution may have headed off serious public relations problems for the motorcycle industry. Trouble was hinted when the first of five counties in the Los Angeles "smog sewer" proposed to "restrict" motorcycle travel unless emission standards were set for the machines.

With less than five days to act, the MIC brought staffman Mel Stahl to Los Angeles for legal advice," arranged for a representative of the Environmental Protection Agency to appear on behalf of the industry and presented the resolution at the main public hearing on Clean Air Act compliance proposals in Ventura County.

Although motorcycles generate less than one percent of the Los Angeles smog, it is expected that increased usage, spurred by gasoline rationing, may drive the percentage higher. No pollution standards exist for motorcycles or diesel trucks at present.

MIC members have been cooperating with the EPA and the Society of Automotive Engineers to develop emission controls for motorcycles and every manufacturer has teams working on the problem. "When controls are needed," said an industry spokesman, "We'll be ready."

EPA does not presently consider motorcycle-caused air pollution significant enough to worry about.

The Great British Motorcycle

by John Huetter

Members of the American press were recently informed about a significant change in the British motorcycle industry. In brief, Birmingham Small Arms, Ltd. manufacturers of Triumph motorcycles, and Norton-Villiers, manufacturers of Norton and AJS motorcycles, will be combined into one British motorcycle company in an effort to increase the financial liquidity of BSA and realize economies of operation through better allocation of facilities and personnel.

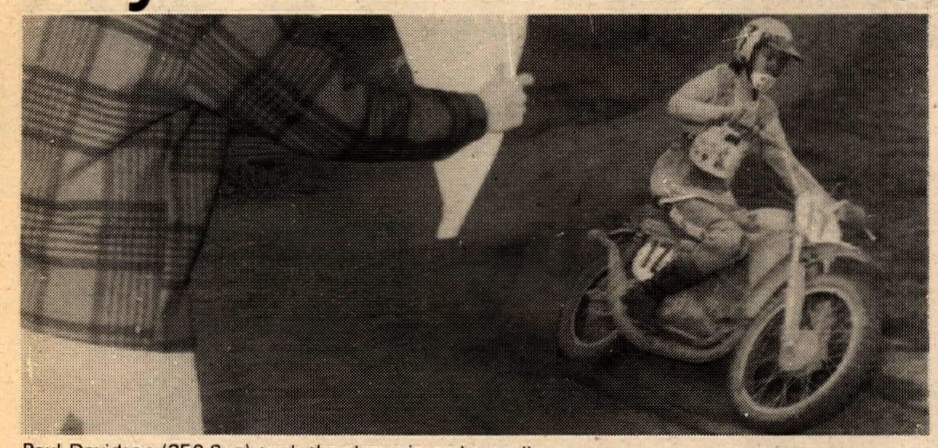
The merger is subject to approval by the British House of Commons and the shareholders of both companies but rapid approval, within a couple of months, is expected. One effect of the creation of this conglomerate addition to Manganese-Bronze (which owns Norton-Villiers) is to increase the operating capital of BSA, Ltd. to about $58,000,000. Twelve million dollars in preferred stock will be held by the British government, in effect subsidizing the British motorcycle industry in an effort to restore both Triumph and Norton to competitive market positions and provide the increased funds and combination of facilities to do the necessary R&D work for improvement of the marque.

The new organization, as yet without official name, will be headed by international industrial financier Dennis Poore who has been the leading force in restoring Norton to its currently much improved product and market position. Lord Shawcross, present chairman of BSA, Ltd., will be deputy chairman of the group. Poore will have the titles of Chairman and Chief Executive Officer.

With the additional cash input and lessening of external competition realized by joining the efforts of the last two viable British motorcycle manufacturers, there seems to be good reason to believe that everyone will benefit in terms of an improved, competitively priced product to the customer and increased sales to the company.

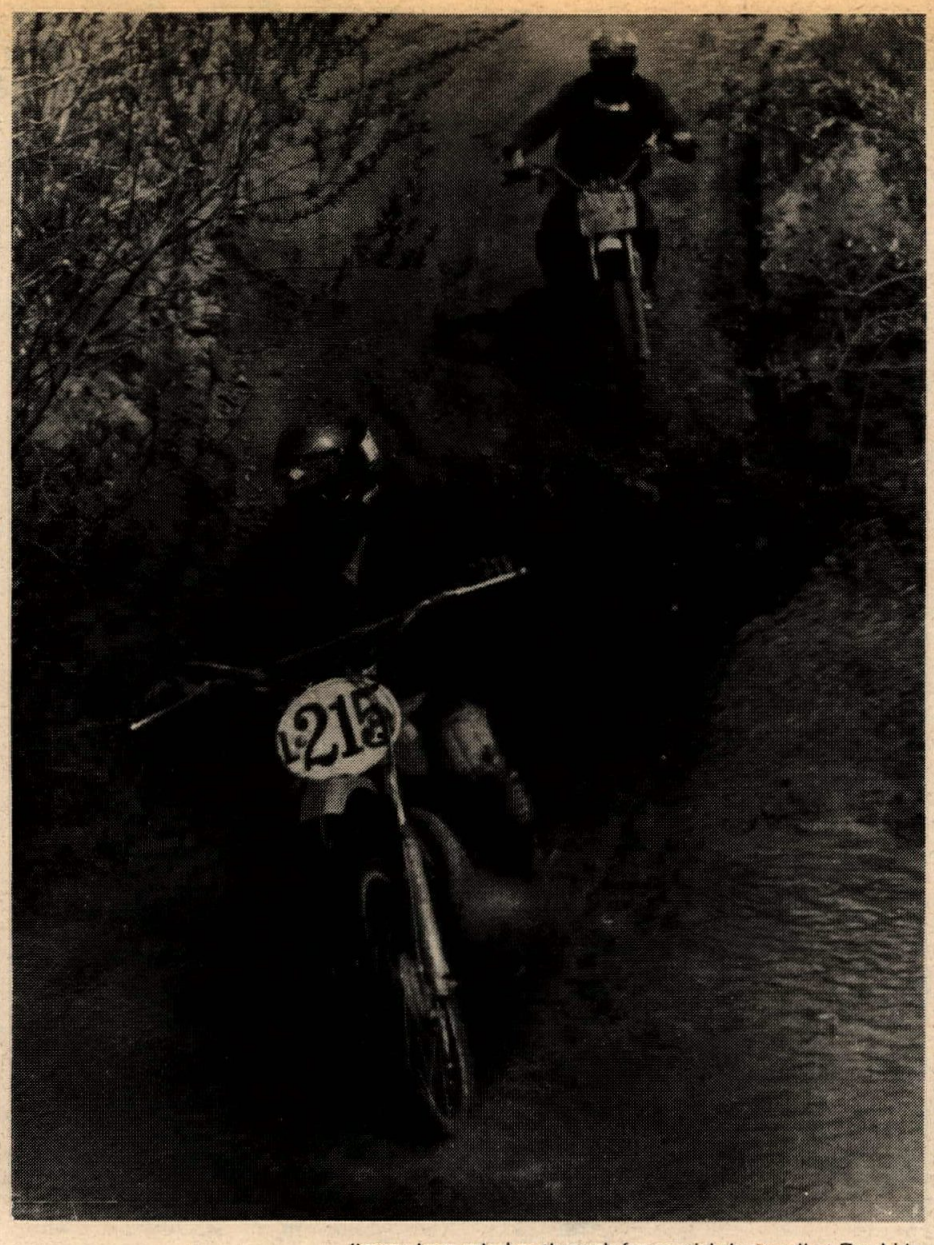
There are currently no plans to restructure the U.S. management or dealership of either Birmingham Small Arms or Norton-Villiers. The prospect of a Triton or a Norumph on sales floors is not very likely as dealers of each marque will continue to sell their particular brand of British motorcycle.

They're Not 'European' and Only Sometimes 'Scrambles'



Paul Davidson (250 Suz) took the class win and overall.

Start of the lightweight Beginner go at Rawhide CRC Euro Scrams.



Jimmy Ison splashes through for an eighth overall at Rawhide.

by "the Shadow"

ELSINORE, CAL., Mar. 4, 1973 & LANCASTER, CAL., Mar. 11, 1973 – Back-to-back European Scrambles highlighted the California Racing Club (CRC) program for the month of March, with the first scrambles taking place at Rawhide Park, near Elsinore, on Sunday, March 4, and the second event, appropriately named the "Eskimo Scrambles", taking place at the Ponderosa, 14 miles east of Lancaster, on Sunday, March 11.

Getting the checkered flag first was Leo Kannon (Yam), who was also the first 250 Novice bike. In hot pursuit was Steve Smith, piloting a Maico, who took second overall and second 250 Novice honors.

Third place overall went to Casey Croswhite, mounted on a Yamaha, who also was the Open Beginner winner. Fourth to finish the race was Marlyn Kinney (Hus), who also took first Open Novice honors. A fifth place overall and first 125 Novice finish went to Bill Sanchez (Pen).

After Sanchez, the next class winner was Eddie Froelich (Oss), who piloted the first 250 Beginner machine and was 13th overall. Fifteenth place overall was captured by Leonard Jones (Yam), who was also the first 250 Beginner, over 35 competitor.

Rounding out the Sunday "Funday in the Snow", was Phil Tignor (Yam), who was 21st overall and the first 125 Beginner to take the checkered flag. A final class winner was Cissie Bodenbender (Yam), who placed 27th overall and was the first Powder Puff rider.

Continuing with its experiment of using cycle parks for European Scrambles, instead of battling it out with BLM red tape, the CRC used Rawhide Park, near Elsinore, for its Scrambles on March 4. The result was a light turnout, but a lot of fun for every rider present.

One rider commented the track was super (he actually said something else, but I can't use the word), while another could only shake his head and say, "My God, what a mess". It was that way all day, with opinion sharply divided among the competitor turnout.

While Rawhide doesn't feature the true desert terrain that is normally associated with Europen Scrambles, the Elsinore country is rugged, rock-strewn, grassy (during the spring), with a pleasant creek winding its way through the center of the park. Riders had a taste of just about everything, with the possible exception of sand.

The first of three races hit the track promptly at 10 AM, and was composed of 100, 125, 175cc Beginners. First bike to hit the finish line was a 125 Suzuki piloted by Brian Anderson. Second place went to John Lee riding a Honda. Lee was the first 175cc rider to get the checkered flag. Seventh place overall went to Tim Marshall, who was mounted on a 100cc Yamaha. Last but not least, Craig Sample (Yam), was 11th overall finisher and the first 125cc, under 16 riders.

The second race of the day was the 250 and Open Beginner classes, with Paul Davidson, mounted on a 250 Suzuki, finishing first overall. Second place overall and first place in the Open class went to H. L. Denning, a Maico jockey. As a note of interest, four places down the overall finishers roster came H. F. Denning (Kaw), who took a sixth place overall and was the second Open bike.

The final race hit the track at noon, involving all Novice classes and a solo Intermediate competitor. First to get the checkered flag was Larry Twait. Mounted on a Husky, Twait was the first Open Novice rider. Second to get the flag was lovable Rusty Carter (Suz), who was the only Intermediate competitor. Turning in a great day in the saddle was third placer and first 125cc finisher Chris Hightower, who was riding a DKW. Sixth place overall and first 250cc was Cy Young (Bul), and 13th overall and first 100cc rider was Scott Hightower (Hod). Paul Hightower (Yam), was 14th overall and second 100cc finisher.

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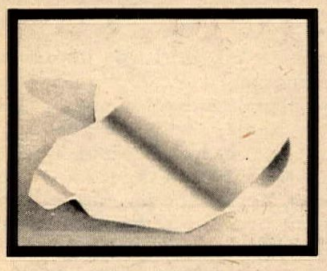

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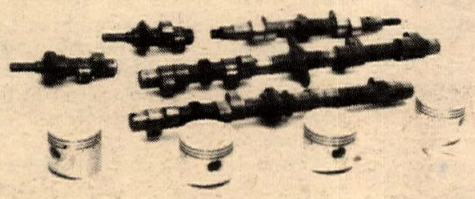

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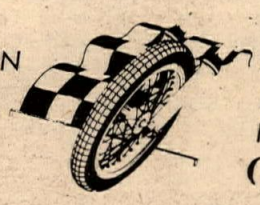

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March 16, 1973

Skip Newell & Bryon Farnsworth
Kawasaki Motors Corporation
1062 McGaw Avenue
Santa Ana, Calif. 92705

Dear Skip & Bryon,

On behalf of Yoshimura Racing, myself, and our staff, I would like to extend my personal thanks to all who made our record runs at Daytona possible.

I extend special gratitude to Kawasaki for providing a stock chassis that was capable of running true at these speeds, from our experience this is at least 50% of the job. It should also be pointed out that this machine was absolutely stock in bore and stroke with the modifications available to the general public.

It is also my intention to thank Goodyear for the tires that provided us with the roadability to withstand the speeds and endurance necessary for the task at hand.

The combination of Champion Spark Plugs burning clean on Union 76 gasoline were also key factors in the aforementioned record runs that helped us maintain the peak performance necessary.

For this test we used Castrol Oil to keep the engine lubricated and they are here by extended our gratification.

In closing we at Yoshimura would like to salute the man who actually did the record setting, Yvon DuHamel, who put forth the skill necessary for such successful a record attempt.

Cordially,

Dale

Dale O. Alexander
President, Yoshimura Racing

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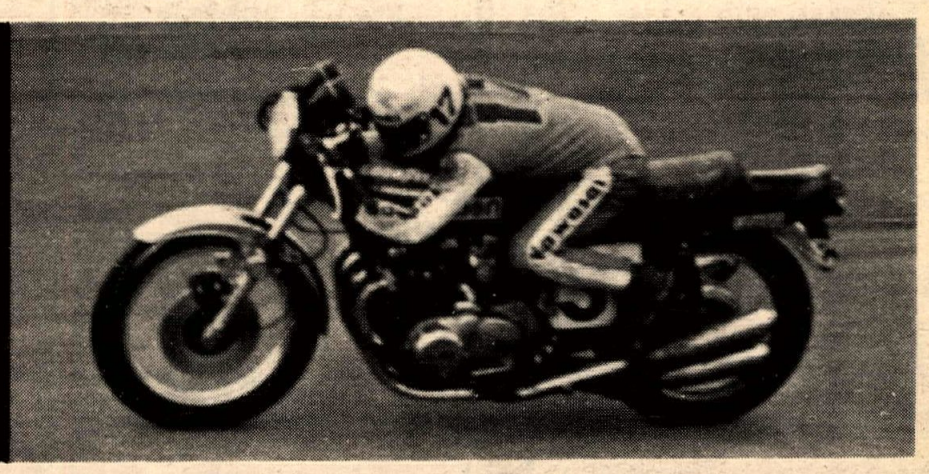
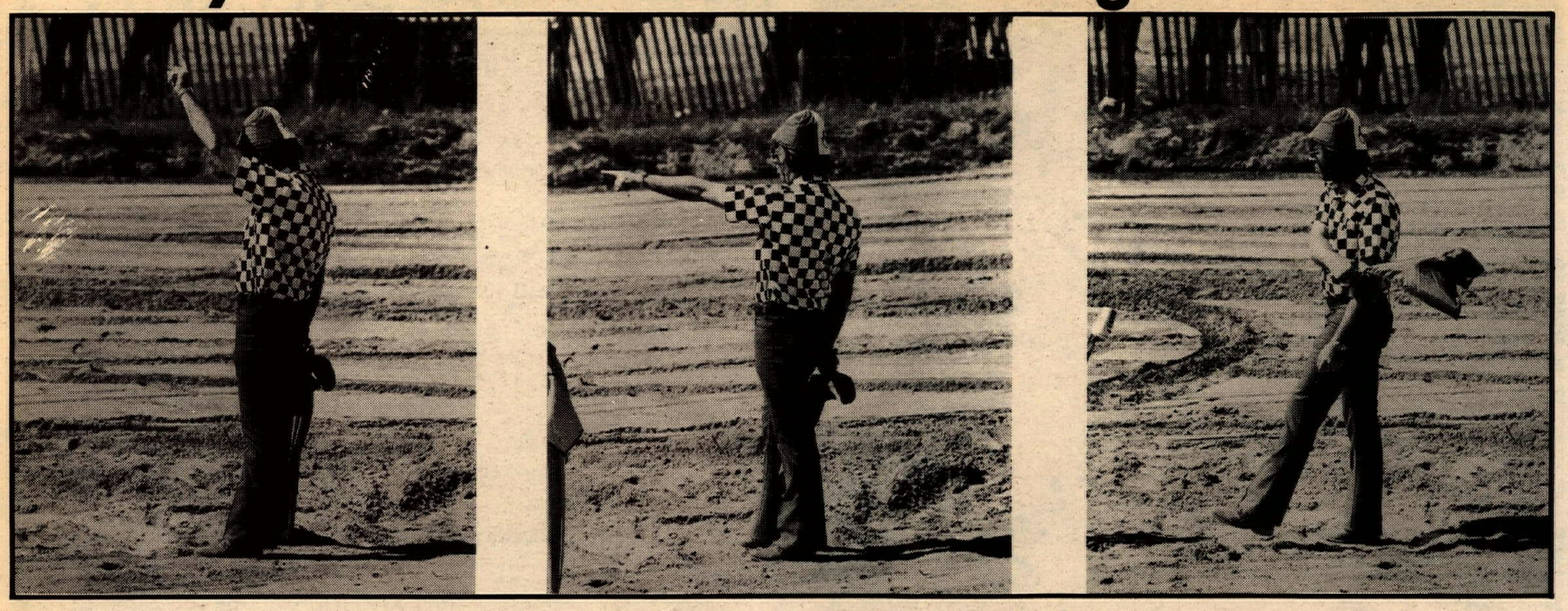


Gary the Starter Does His Thing At Salinas



D-36 Rough Scrambles

by Patrick Neil

SALINAS, CAL., Mar. 18, 1973 — Virgil Byers, John Schaffer, and Ronald Alsop were the fastest Experts at the Salinas Sand Pit this fine sunny Sunday.

When the rider's meeting was held, all the rules were explained leaving no doubt in anyone's mind when and where they should be in order to get on the starting line at the proper time. Thank you!

Enough riders in the Expert and Amateur classes were signed up to justify separate heats. The first part of this day was spent in qualifying the fastest riders of each class during which some very fast riding took place. I noticed that when the red flag came out during one heat, since the heat was half over, all riders were scored in the positions in which they were when the red flag was put out. Gary the starter cleaned up his act a little too!

Starting off the Main events was the 100cc class, with Ron Powers (Hod) laying in second place until the last 30 yards, to take the win away with style. In the 125 Expert class, Ronald Alsop (Bul) took his machine all the way, with a clean start and finish, winning the six lap event.

Eight riders appeared for the 250 Expert Main. The starter had three of them start on the penalty line for letting their clutches heat up. When the green starting flag popped John Schaffer (Yam) took the lead. Coming down the hill was touchy for some, but nothing compared with the jump at the finish. Even the 'good guys' were having some trouble with it. A front wheel landing was near certain disaster because of the 10 inch layer of sand. Putting the rear down was out because of the ease one could perform that stunt called the 'loop'. So, the only thing left was the straight-on, put your rear over the taillight and keep on the gas in fourth, approach. I tried 'em all. My best effort came when I almost nailed the flag man at the finish. True Novice form!

In the Open Expert Main, Virgil Byers (Mai) got a very good start, kept on the gas, made six passes at all the pit-tootsies and went home with the trophy. Very good!

Australian Pursuit? Okay. Take all the winners of the Main events, stagger them on the start according to displacement engine size, give them six laps and run the course in reverse! Sounds like fun; let's do it! They did! Thomas Walton (Bul) a Novice was put at the front, on his 125cc machine, then an Expert on a 125, then a 250 Novice, then an Amateur, and so on. When the start flag came down, Thomas twisted the throttle and tied it open with some wire. Only two other guys, both Novices on CZs, came close to catching Thomas. Dan Ford and Bruce Manzoni tried to overtake the fast 125, but Ford's 400cc unit and Manzoni's 250cc machine just couldn't do it. The rest of the dozen or so Experts and Amateurs lagged behind and let the Novices have their fun. Nice ride Thomas Walton!

A few weeks ago, I tried to express my feelings and impressions about my first time at Salinas. I have had quite a few people approach me and thank me for putting their feelings down on paper. And then some other fans have told me what they think of my journalism in clear fluent English. One such person, Wylie Wilson a member of the SRMC, nailed me with the fact that Gary the Starter is not a club member and neither was the guy who won the 250 Expert Main on the day that I implied such. I do now retract the implication that was made concerning Gary and the winner of that event.

I welcome criticism and am sure CN would print any rebuttal submitted concerning anything I have written. I also would like to mention the 'lady?' in the announcing booth to let everyone know what a wonderful, polite, and courteous person you aren't, and that I was able to write this story in spite of you....

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Mike Martin leads the Open class into the first turn.

Tommy Brooks appeared on a, you guessed it, Duckwa'.

Photos by Steve French.

AME Spillway Motocross

by Mike Anderson

SANTA MARIA, CAL., Mar. 7, 1973 – Riders John Little, Vince Clark and Greg Higgins all set the pace for some hard core racing at A.M.E.'s second money motocross at Spillway Park today.

The "most improved" John Little rode his Suzuki to a grand slam 3-moto win over Pedro Nunez (Yam) to take the 125 Junior trophy. Also winning all three moto's were Vince Clark (Suz) who edged out Jed Drummund (Ric) for the 125 Expert cash, and Greg Higgins (Bul) in the Open Expert battle.

The 250 Experts had a loaded field of fast-cats including Parry Klassen, Rick Long, John Grossini, Bret Yager and Stanley Clay. Rick Long (Yam), riding out of Yamaha of San Luis Obisbo, was just barely edged out of first place, after a crash in the third moto by Parry Klassen (CZ). Long, who seems to be the fastest thing on two wheels lately, has been campaigning one of the new Yamaha's and California should be hearing more about him. in the near future.

Higgin's win was relatively easy in the Open Experts, with half the good riders dropping out in the middle of the race. Joe Cushaway (CZ) had the misfortuen of breaking his unbreakable titanium handlebars in a tremendous crash in the second moto, putting him out for the day.

Sherman Schneller (CZ) showed a flash of brilliance in the second Open Expert moto. Schneller, who's CZ 250 broke in practice decided to sneak in the second Open moto on his new 400 which wasn't even broken in yet. Well, at the end of two laps, after passing Bob "the Toad" Schwartz (CZ) for first, Schneller was 75 yards ahead before being black flagged. Higgins went on to win that moto and the overall ahead of Jerry Beaman and Mike Knopf.

Intermediate winners included Greg Blackwell (Hus) in the 125's and Mike Martin (Mai) in the 250's. The next A.M.E. sponsored money race will be April 1.

Sherman Snellar tried out his new 400 CZ, led the race and got black flagged.

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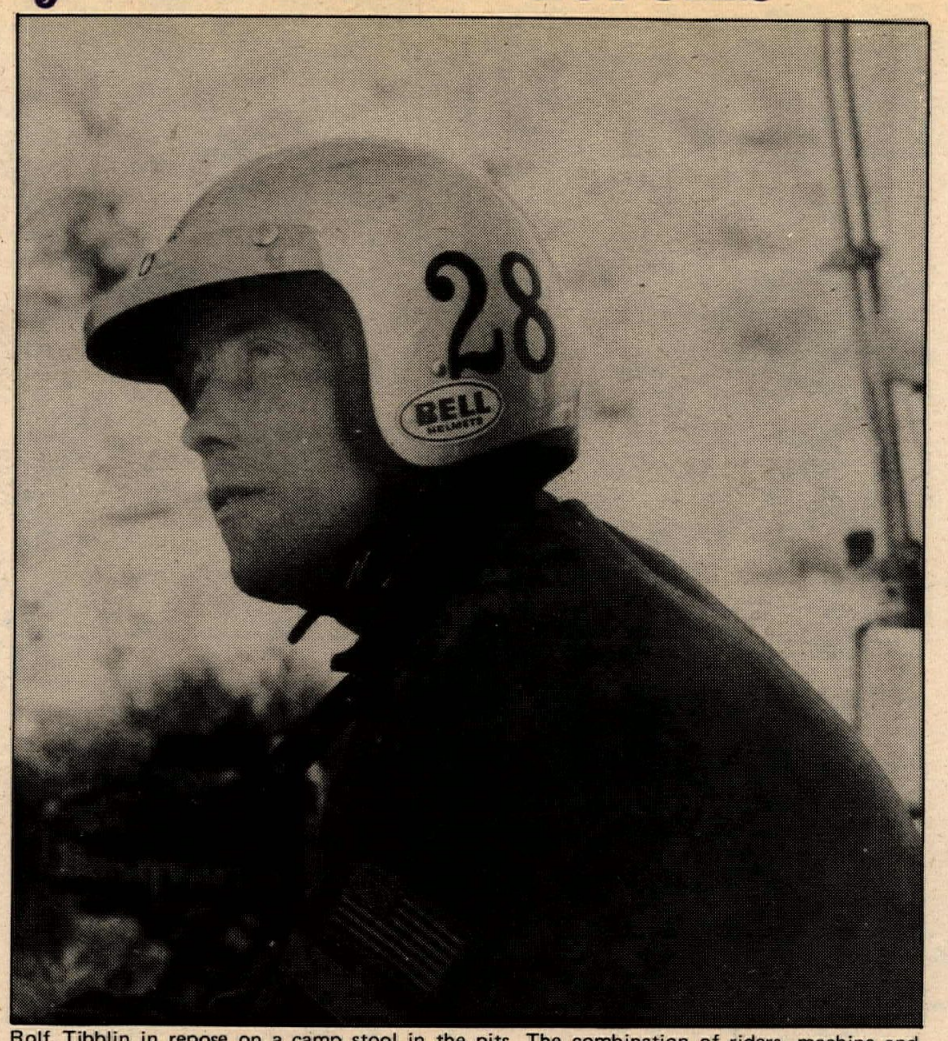
MINT 400.. Lotsa Money and Lotsa Get-offs

Mitch Mayes in action on the winning Husky six-speed.



Rolf Tibblin in repose on a camp stool in the pits. The combination of riders, machine and organization proved unbeatable in the Mint. Mint photos by Marcia Holley and Alice Rhea.

Rolf Tibblin and Mitch Mayes Take Overall

by Alice Rhea

JEAN, NEVADA, Mar. 19, 1973 – Rolf Tibblin won the Mint 400 for the second year in a row today. He and partner Mitch Mayes brought the 400 Husky in to victory in eight hours, nine minutes and .030 seconds.

Tibblin, three times World Motocross Champion and his protege, Mitch Mayes, several time overall winner in California desert events, were heavy favorites to win this year's classic, although the starting lineup was filled with top names in desert racing.

But the road to defeat is paved with if's. Terry Clark (Hus) was leading the race nearing Check 3 on the first lap, when he got off hard and broke his hip, putting his team out of the race. Both Tom Brooks and Gary Jones stopped to aid Terry.

The Brooks brothers, favored to win if their bike could hold together, were plagued with wheel problems, stopping to tighten spokes twice and to change the rear wheel once. But the course just wasn't little bike country, and Brooks was flat out-powered with Tibblin wound out in sixth gear and looking for seventh. That puts Tibblin's speed somewhere between 95 and 100 MPH on parts of the course.

Jim Fishback and Larry Roeseler had their CZ right up there dicing for the lead between Checks 3 and 4 in the second lap when the fuel tank split and they dropped out. Perhaps the story of the CZ team, sponsored by Yamaha of Fontana, is the most heartbreaking of the day. Both teams, Fishback and Roeseler; Knebel and Brecker were in the lead at some point only to drop out with bike problems.

But certainly the Californians were not the only ones with problems. The Mint 400 is a professional race, paying big money to those who hack it, and only twenty-two of the original seventy-one starters were able to complete the course, with flat tires and ruined wheels taking top honors for breakables.

Mayes and Tibblin displayed true team effort; Mayes taking it easy and riding under control, trying to maintain a good position until he handed the bike over to Tibblin who smoked it on his half of the course. The effort paid off well.

Second place and first 250 team Jack Johnson and Dave Laca had problems. They slung their chain several times, then put on a new chain, only to have that flung off as the newness wore off. Johnson and Laca are sponsored by Valley Cycle, Inc. in Henderson, Nevada. Practice paid off for the pair as knowing the course helped them overcome problems with the chain and a flat tire.

Encroaching civilization forced Mint officials to find a new course for this year's running and the result was one long, hard two hundred mile loop. While that sounds impossible from the pit crew standpoint, the pitting probably could have been done by two teams as access roads whizzed you cross country in plenty of time to sit and have a nervous breakdown wondering where your rider was.

The professional teams, those who have been to big races before, came with an army of twenty or more people and enough spare parts to start a small repair shop. Crews arrived at their pits in the pre-dawn darkness and set up, already worrying whether they were truly prepared for everything.

Most riders elected to trade off at 100 miles and a driver was kept on standby just to shuttle the team back and forth between the Start/Finish area and Check Six.

Throughout the day the public address system at the checkpoints, fed by CB radio, kept pit crews and press informed, calling out the numbers of bikes passing through the various checkpoints, relaying information from riders asking their crews to have certain parts ready for them, and advising other crews that their bike was out of the race and where to find it.

Partly due to organization of the Mint-Sahara sponsors, partly because of the professional attitude of many of the riders and crews and because of the relatively small entry, (71 bikes) there was little of the hubbub which usually surrounds these long races. Pit crews still waited with sweat running down their ribcages, but there were none of the traffic jams and frantic jockeying for position in the pits so typical of

Left: the Patrick/Bowers Yamaha; right: the Fishback/Knebel CZ. The former finished; the latter didn't even though fast.

Behind the Winter-AMA Motocross Championship are two good names.

The Yamaha MX360 was the first. The other was Yamaha Team rider Pierre Karsmakers. Pierre outclassed the competition in the Florida Winter-AMA Motocross Series by capturing five out of seven events.

Yamaha won the Manufacturer's Championship Award for its performance in the Open Class with Karsmakers and teammate Tim Hart.

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Mint 400

Las Vegas Local Second, Brooks First 125

Jack Johnson and David Laca were second overall on their 250 Yamaha. What style!

Tom Brooks, Cordis Brooks, Mary Brooks, DKW Racing Team Head Wrench Tom Ruddy, Tom Brooks, Sr. Emotions range through fatigue, concern and confidence. DKW was second under-250.

most big off-road races.

Although the course was said to be dangerous, Tibblin disagreed: "Yes, if you have to go fast it is always dangerous, but the course itself was not dangerous. There was very little traffic and those few who were going the wrong way were easily spotted, so they weren't a problem for me."

Tibblin went on to complement partner Mayes, "Mitch did exactly what I told him. It is hard for an eighteen-year-old to keep cool but Mitch did a perfect job, riding fast but safe."

There are 142 stories about the Mint, one for each rider. Of the twenty-two finishers, each had their share of problems and it seems unfair to speak of one and not all.

With the entry fee running at $350, we hope that next year each finisher will receive for their efforts, if not a trophy, at least a finisher's pin.

After all the time, expense and effort, finishers 11 through 22 will go home empty-handed except for the clipping from the "Results" pages of Cycle News to show that they were among the handful of giants who were able to complete the grueling Mint 400 in 1973.

Fighting dust, rocks, and other expert desert riders for 400 miles and $6600.

Brad Roberts and Jeff Ward teamed up on the No. 2 Honda to win their class. Dave and Chuck Lukins (Bike No. 70) disqualified themselves after winning; received the Sportsman trophy.

Classes ranged up to 100cc for 14 yr-old riders, effectively a desert Trailbike race. Kelly Marshall just saw a photographer.

Mike Brown and Ted Boyco took their class on an Indian 74.

by Alice Rhea

JEAN, NEV., Mar. 17, 1973 — While the big boys were practicing on the Mint 400 course Saturday, the same number of riders were preparing to race their own version of the Mint. Riding bikes up to 100cc, kids up to 14 years old raced six times around an eighteen-mile course in the first annual Mini-Mint.

Sponsored by the Southern Nevada Jackrabbits M.C., the Mini-Mint was conveived as a national race, giving the under 14 set a chance to compete with a wide cross-section of riders from the seven western states this year and, if successful, to be expanded to include riders from across the country.

There was nothing on the course which couldn't be negotiated by the smallest bike and youngest rider, but there were deep sandwashes where little guys had to paddle because their tiny engines just wouldn't pull it and whoop-de-doos that would make an Expert groan. Everybody who finished earned their finisher's pin.

Stumbling onto the course, one would assume that there was a serious race going on. Some of the riders, in particular Mike Lehman/Bob Smith (Hod) and Scott Forwood/James McCoy (Yam), displayed very smooth, almost professional style.

In the tiniest class, bikes up to 65cc and riders up to ten years old, Gary Wilders and Freddie Johnson (Yam) took top honors. Freddie is brother to Jack Johnson who took second in the big Mint. Does that cause problems at home, Mom?

Some of the big guys might take a lesson in sportsmanship from youngsters David and Chuck Lukins of the Invaders M.C. The pair was listed as having won first place in one class and the boys went in and told the referee that they did not deserve the trophy; they had been placed in a class with boys younger than they were. Corected results placed the Lukins boys in sixth place in their proper class and the special 'Sportsman' trophy was awarded to them.

Just like the big boys, the Mini-Mint was started by Mint Referee Ross Capawana, using a time clock/computer with signals relayed from inside the official trailer. The computer was necessary to compile the results as Lehman/Smith and Forwood/McCoy finished with less than a second separating them.

There were a few mistakes, but the sponsors have noted them and next year will be different — better. As the kids picked up their trophies (two per bike) the most often heard comment was "When is the next one?"

MINI-MINT
Jean, Nevada
Mar. 17, 1973
by Alice Rhea

0-65cc yo ti 10 YRS	
Gary Wilders/ Freddie Johnson	Yam
Kevin Sparks/ Perry Sparks	Yam
Daryl Folks/ Jeffery Phillips	Suz
Paul Soderquist III/ Oren Beck	Yam
Michael Welch/ Peter Glines	Yam
66-88cc up to 10 YRS	
Mike Jackson/ John Whelchel	Hon
Jeff Hewitt/ Frank Shader	Hon
Michael Rodriquez/ Michael Worthington	Hon
0-65cc 11-12 YRS	
Paul Emerson/ Danny Wineberger	Yam
Steve McLaughlin/ Dave Hickey	Yam
Kenny Alexander/ Bobby Jones	Mnk
66-88cc 11-12 YRS	
Jeff Ward/ Brad Roberts	Hon
Jimmy Kruzer/ Lenny Giger	Hon
Mark Shader/ David Oller, Jr.	Hon
66-80cc 13-14 YRS	
Mike Brown/ Ted Boyco	Ind
Jeff Wilson/ Brad Dutoit	Hon
81-100 13-14 YRS	
Brad Capawana/ Jackie Bousher	Cha
Pete Christionson/ Michael Nichols	Ste
Tony Himes/ Rickey Kintzler	Ste
SUPER 100's 11-12 YRS (80-100cc w/wheels 18" or over)	
Jon Hewitt/ Geoffrey Singer	Pen
Dan Webb/ Steve Webb	Yam
Ben Davis/ Jay Gilbertson	Kaw
SUPER 100's 13-14 YRS	
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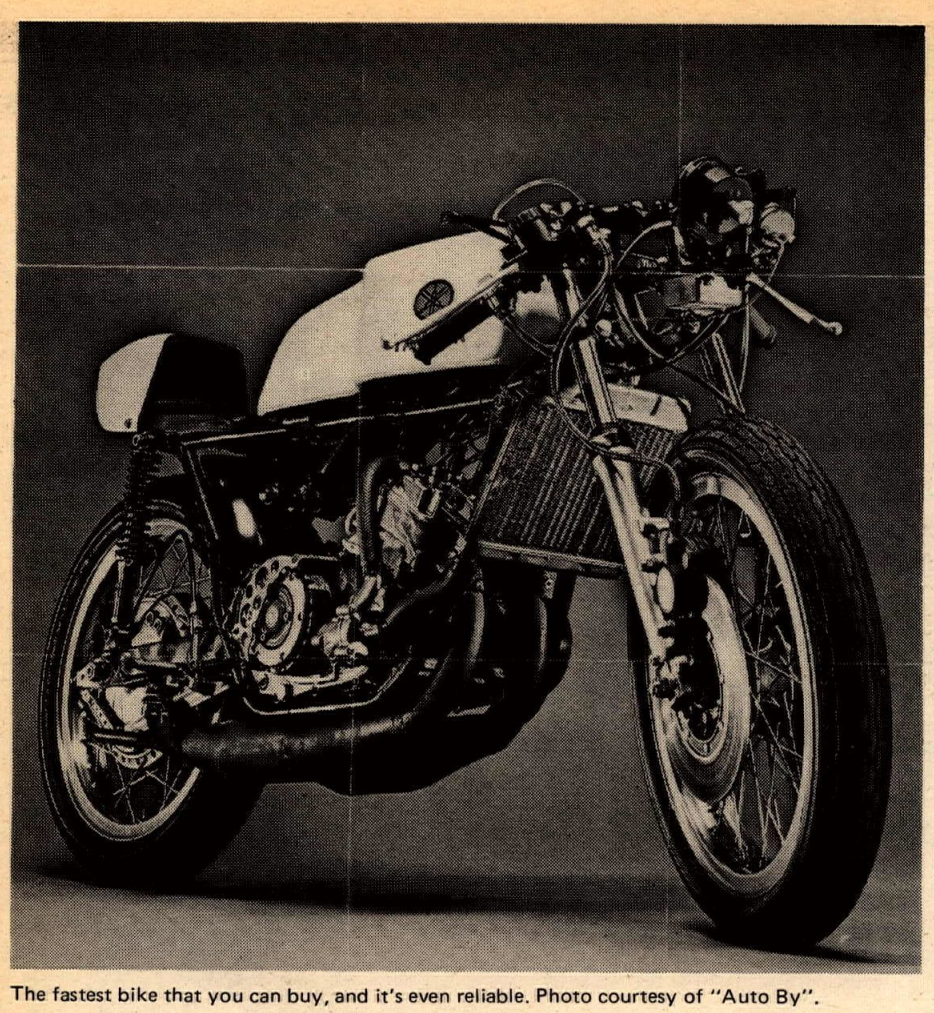


The fastest bike that you can buy, and it's even reliable. Photo courtesy of "Auto By".

A Quick and Dirty Look at the Bikes that Won Daytona

by Jack Mangus
Photos by Bob Lenk, Bill Neill, Gary Van Voorhis, and Mangus

Just prior to Daytona we got together with Dirty Distributing to take a look at the team and the bikes that they will use to challenge the factories this season. They are employing the bikes that won Daytona and are available to the privateer, the Yamaha 250 and water-cooled 350 production racers.

Take former Daytona 200 and Combined race winner Gary Nixon, the top Junior road racer in '72 and now Expert Jerry Greene, Japanese road race champion Yutaka Oda, '72 Daytona Junior race winner Ronnie Dottley, Nixon's teammate and first year Expert Steve Dalgarno, road race specialists Howard Lynggard, Jeff March and Graham James, sixteen year old and soon to be Novice sensation Jay Ridgeway, more Noguchi prodified Yamaha road racers than you can count on two hands and you come up with Team Dirty.

Differences first spotted on Team Dirty's TZ's when compared to the air cooled TR3 are, naturally, the radiator, water pump and "hosed" head. Internal inspection reveals the water jackets in the cylinder block and an improved crank assembly. Front brake assemblies on the 350's ranged from box stock Yamaha TR3-TZ brakes to partially or almost totally magnesium housings and innards.

Noguchi rear shocks were mounted on Greene's bike while the other team machines carried the standard shocks. Oda's bike had received noticeably more detail attention than had the other two TZ's shipped from Noguchi. Titanium bolts, drilled out to cut down weight, were used wherever possible.

Tires ranged from standard "rim protectors" to last year's Dunlops with either the new Dunlop or Goodyear to be mounted once the team arrived at Daytona.

Along with the sweat that went into the physical preparation of the engines many other details had to be attended to. Painting of the fairings was delayed by the late arrival of several of the bikes the week prior to Speed Week. So while midnight oil was being burned by the mechanics and riders so too was it being utilized by a sign painter. Applied to the fairings in addition to the riders' names on the fairing and Team Dirty on the tail section were Noguchi Special on the tanks, Sports Riders (a Japanese motorcycle club headed by Taneharu Noguchi that every Japanese road racer worthy of the title belongs to) and Korean Air Lines. When questioned about the KAL on the fairing Townsley smiled and said, "We've been doing all the airfreighting of Noguchi parts and kits on KAL and when we shipped the three TZ's last week we approached them and in exchange for their name on the three bikes they airfreighted them free. Pretty good exchange as it saved us almost $1,000."

The fairings on Dirty's TZ's are the Japanese GP works fairings which differ from the fairings available in this country to purchasers of the TZ. They are narrower and have aluminum rather than fiberglass belly pans.

After unloading all the bikes the first "who brought it" question was thrown. The "it" in this case was a bucket that was needed to obtain some water to fill the radiators. After years of riding air cooled motorcycles the entire team laughed and all admitted they hadn't thought to fill the radiators. While water was used during the day Townsley stated that for Daytona's higher temperatures and extended running coolant would be used.

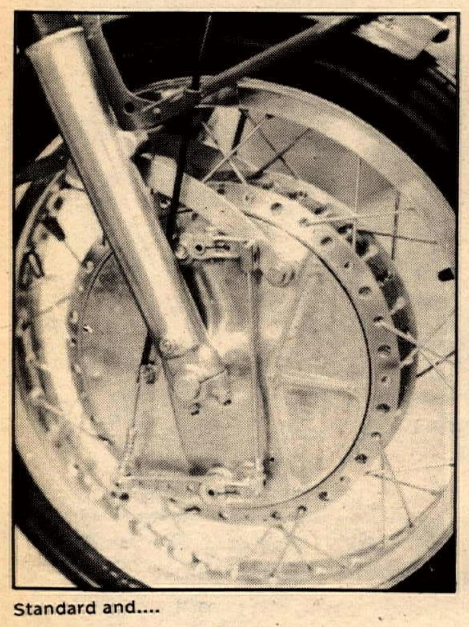
First man out was Greene followed by a quiet Dalgarno who had raced a Nixon sponsored Triumph three cylinder last year and had turned in a spectacular on the longest straight at Road Atlanta in practice for last year's National road race program. Added to the memory of that getoff was the fact that Dalgarno had never ridden a two stroke road racer nor had he ever road raced on a wet track. Oda, the Japanese ace, was no stranger to wet tracks and he followed Greene and Dalgarno out and quickly started cutting fast laps.

Both Greene and Dalgarno ran their 250's first and then came in and went back out on the watercooled 350's. After a handful of laps the two entered the pit area and both were bubbling over. "Man, this thing's a missile," was Greene's first comment after removing his helmet. "It handles so bitchin'--wow--whooee--come on, Daytona. It just handles; you can flop it this way and that way and it just wants to go." Due to the wet track lap times were slow but when informed he was turning the course in 1 minute, 50 seconds Greene added, "Really? I thought I was probably turning 2:20's or something. Oh man, this is so neat. I thought I was coming out here just to run around and have some fun. I had no idea I'd be this jazzed."

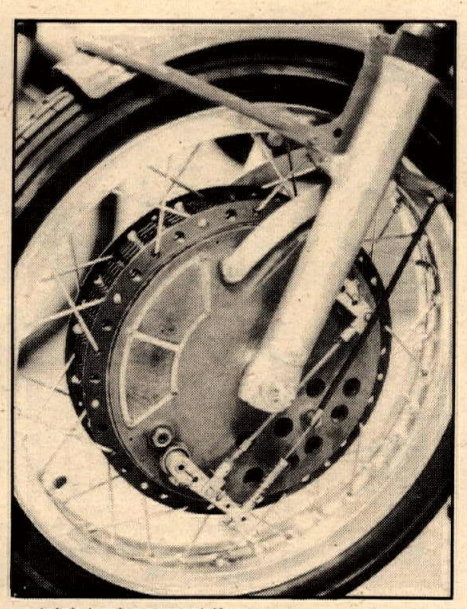
Perhaps more jazzed than Greene was Dalgarno whose ecstatic state could be detected even before he removed his Bell Star. "Far out! It's like playing a piano. You have to do everything just right, like keeping her in the power band and do the brake thing just right but when you do--well--it just feels great. This thing is a road racer. The Triumph I rode last year was easier to ride because you had such a broad power band and you could just roll on power if it felt like it was going sideways but this thing--man, it just handles so well. It's light and it lets you know that it just wants to be laid over in the corners. I'll be able to sleep great tonight."

Dalgarno, running a basically stock TZ and using a red line of 10,200 r's, reported his temperature gauge stayed right at the 70 degree centigrade figure. Townsley smiled and informed him the Noguchi prepared TZ's were running 80 to 85 degrees and that his would also as soon as they wrenched some more horses into it.

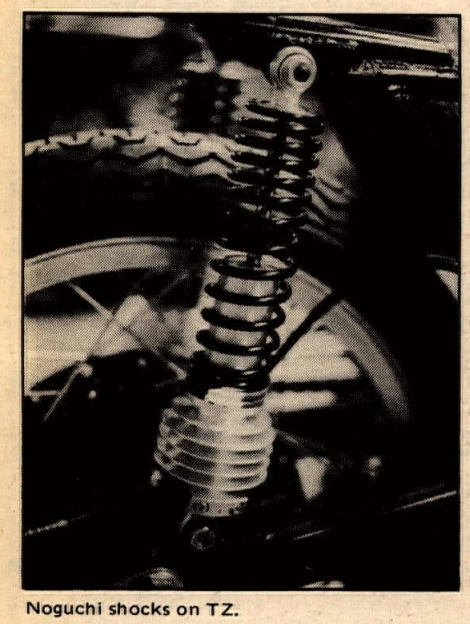
Although Team Dirty didn't win Daytona, the bikes are pretty similar to factory machines that nailed down first and second and, in the hands of privateer Jim Evans, took third also. Even though this was the first time that the new water-cooleds have taken the plunge in American competition, they have shown themselves to be plenty fast despite the 100 percent displacement disadvantage. Because they are also apparently reliable, they should win a pile of races this season.



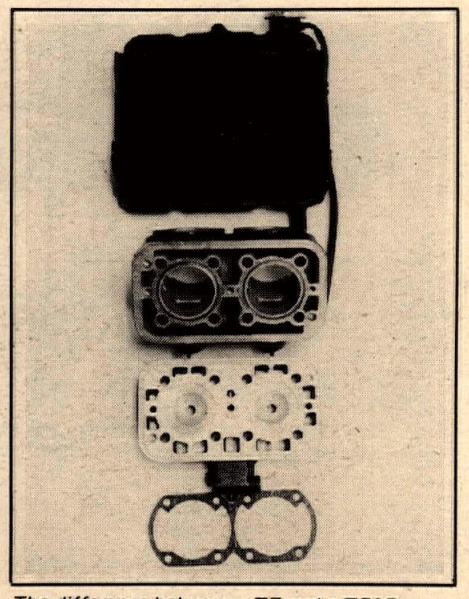
Standard and....



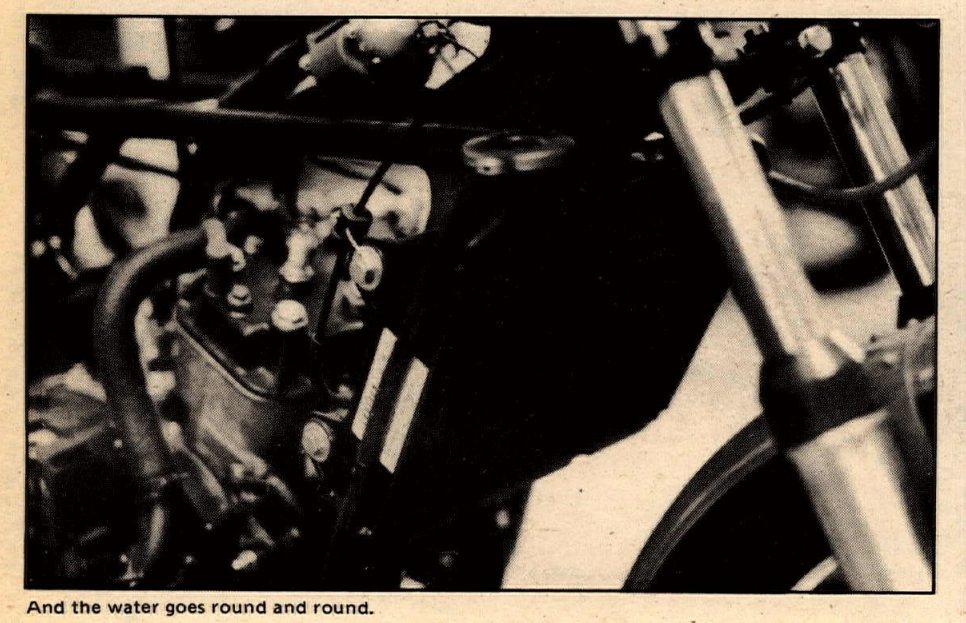
....trick brake assemblies.



Noguchi shocks on TZ.



The difference between a TZ and a TR3B.

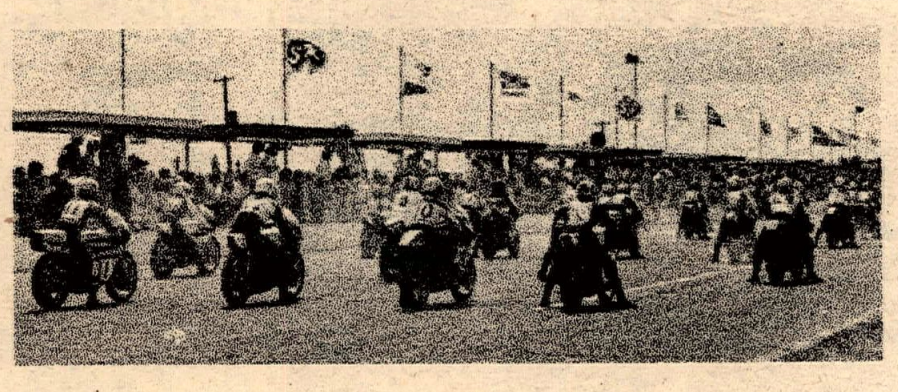


And the water goes round and round.

Jerry Greene sits up and brakes for a Road Atlanta turn.

Starting at Daytona is one thing.

Start Position		
1	Paul Smart	Suzuki
2	Art Baumann	Kawasaki
3	Geoff Perry	Suzuki
4	Gary Nixon	Kawasaki
5	Ron Grant	Suzuki
6	Masahiro Wada	Kawasaki



Finishing is something else.

Start Position			Finish Position
12	Jarno Saarinen	**Yamaha**	1
18	Kel Carruthers	**Yamaha**	2
56	James Evans	**Yamaha**	3
62	Dick Mann	Triumph	4
24	Don Emde	Suzuki	5
63	Conrad Urbanowski	**Yamaha**	6

One glance at the results of the 200 Mile Expert National Championship Road Race will prove once and for all that it takes more than speed to win at Daytona.

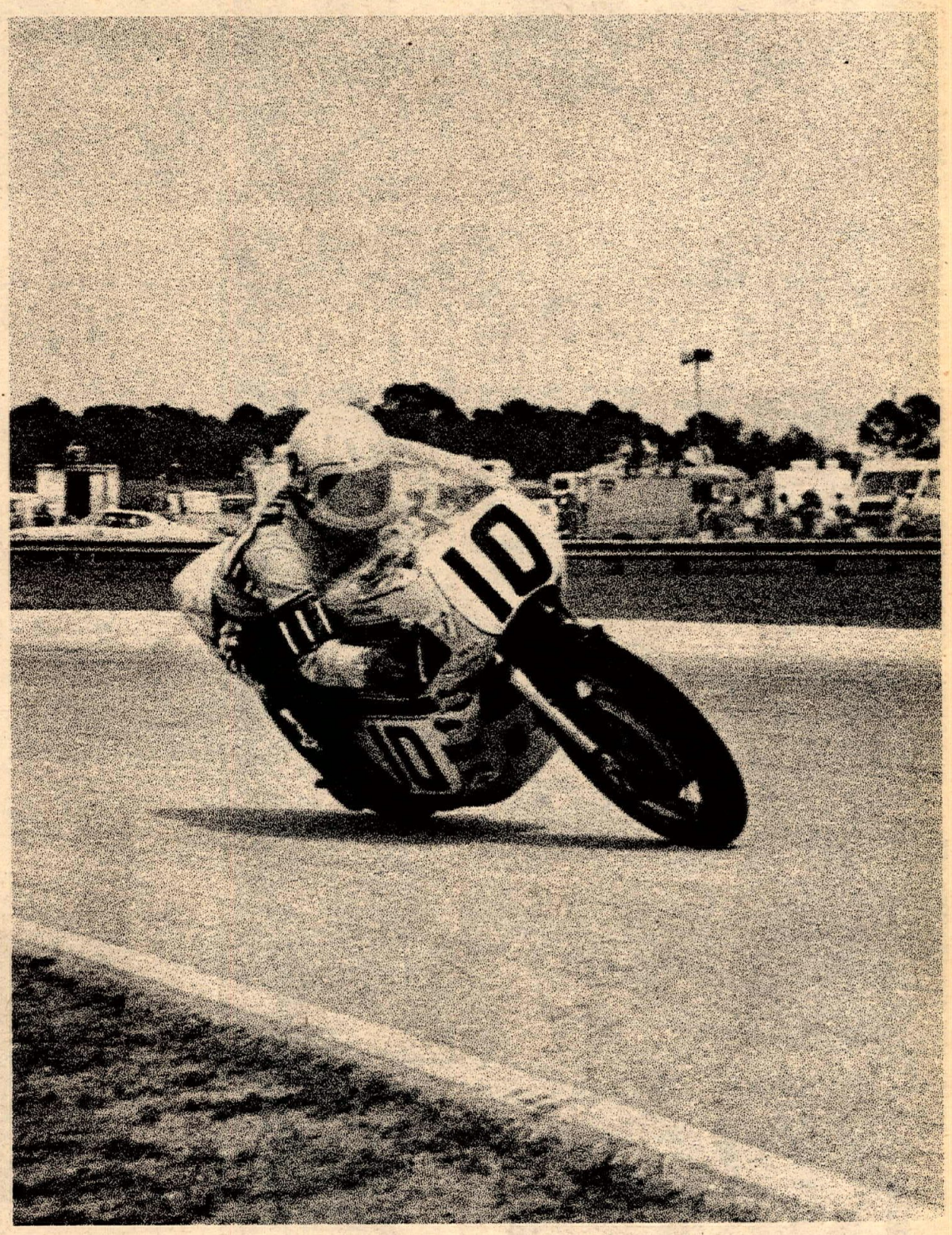
Take a look at the starting positions of Saarinen, Carruthers and Evans. Or Urbanowski. Now take a look at where they finished.

Incidentally, the first three qualifying machines ended up 66th, 61st and 69th.

The fact that the 350cc, water-cooled, Yamaha road racers met the challenge of the 750cc "Superbikes" is a matter of record. As is the Yamaha one-two-three victory for the second year in a row.

You won't find the word "reliability" listed under the Yamaha specifications. But the most important motorcycle event in the western hemisphere proves just how reliable a Yamaha can be.

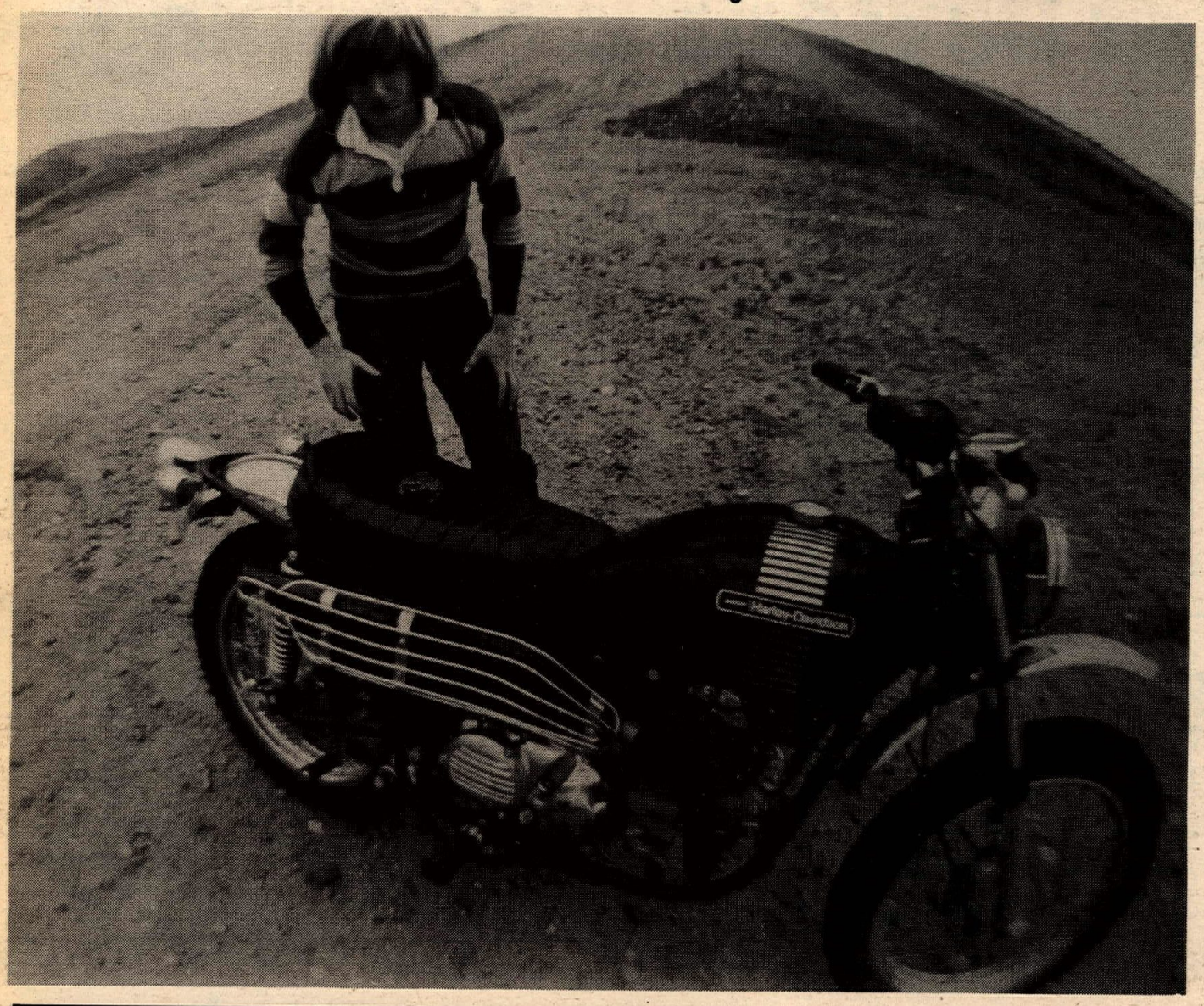
Winning the Daytona 200 Miler is what it's all about. And building road racing machines that can go the distance is what Yamaha is all about.



Someday, you'll own a Yamaha

Harley-Davidson SX-350 Sprint

wherein Harley states 'We Don't Care How the Hell They Do It in California!'



by Art Friedman and John Huetter
Photos by Wendy L. Blanton
Toads Courtesy of Warren and Wayne

Well, it has been considerably redesigned this year, and Harley-Davidson is pushing the SX-350 as a dirt bike. It isn't. But that's okay; it isn't a street bike either.

If a dual purpose bike won't function on the dirt, that leaves the street, but the Harley lacks the performance to be competitive in the 1973 street bike market. You *can* ride it on the street, but the tires are not suitable for a lot of street riding. They don't stick, and the knobs wear too fast and add to the vibration. Although it will obtain and hold freeway speeds, the machine is unpleasant to ride because of the vibration. Quick steering doesn't help handling on the street, either. Discomfort is added to by the stiff rear suspension which pounds you a little more than competitive machines. The brakes are not up to the job but more noticeably here. The headlight was not as bright as other middleweight street bikes.

If one insists upon riding it in the dirt, it is wise not to venture past a smooth, hard dirt road where, once you come to terms with its weight, you'll find that it will slide moderately well. If you get into anything rough, however, it becomes treacherous to ride. It became unmanageable enough in a sandwash to throw one experienced staffer to the ground, and then fall on him. The resulting separated shoulder has caused him to have considerable ill will toward the SX-350.

The front end is far too heavy to loft over obstacles. You have to ride over them or knock them out of the way. There is no way to do wheelies, at least not of the conventional sort. The rear springs are stiff enough to pop the back end of the machine up when it in its turn encounters the obstacle that the front end couldn't clear.

If the Sprint has an outstanding virtue, it is the engine. Some tastes will find it ideal. The torquey little horizontal four-stroke single was happy as a pig at the slop trough when climbing hills. It would drag its own weight along with that of the operator

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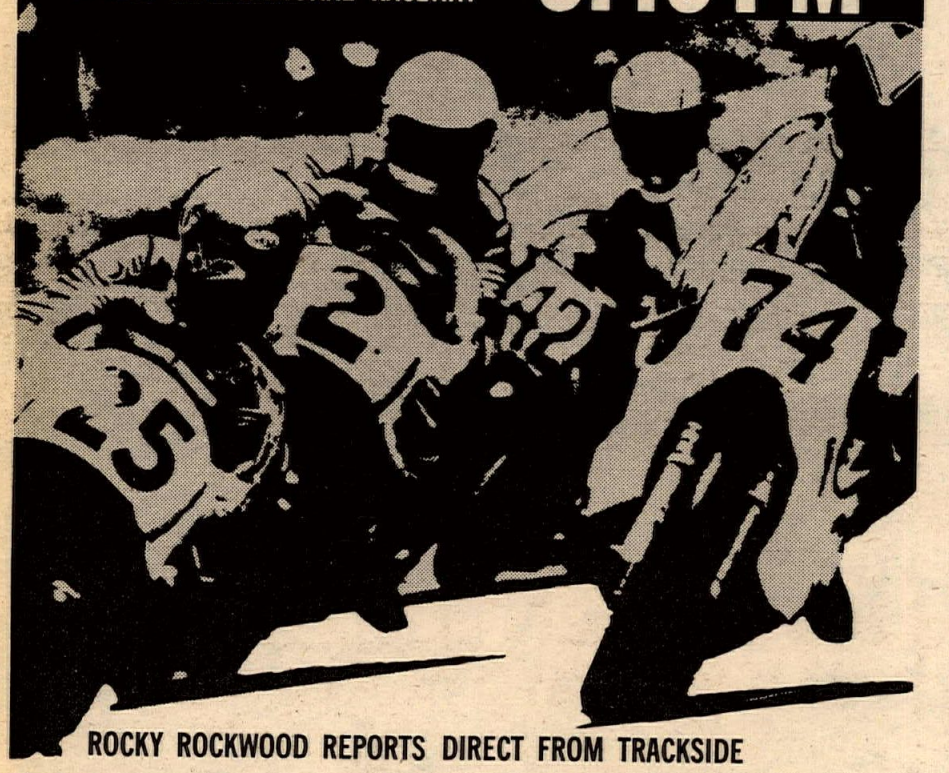

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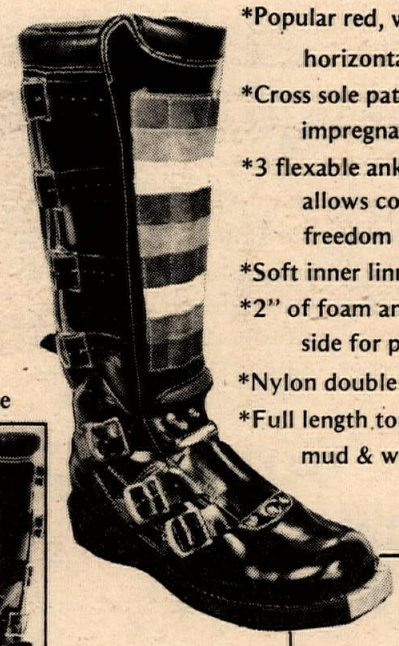
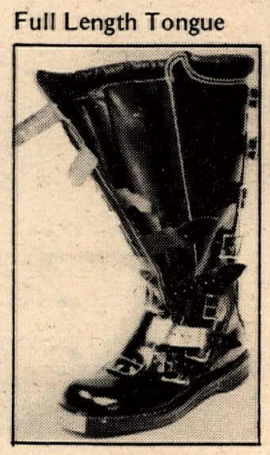


Full Length Tongue



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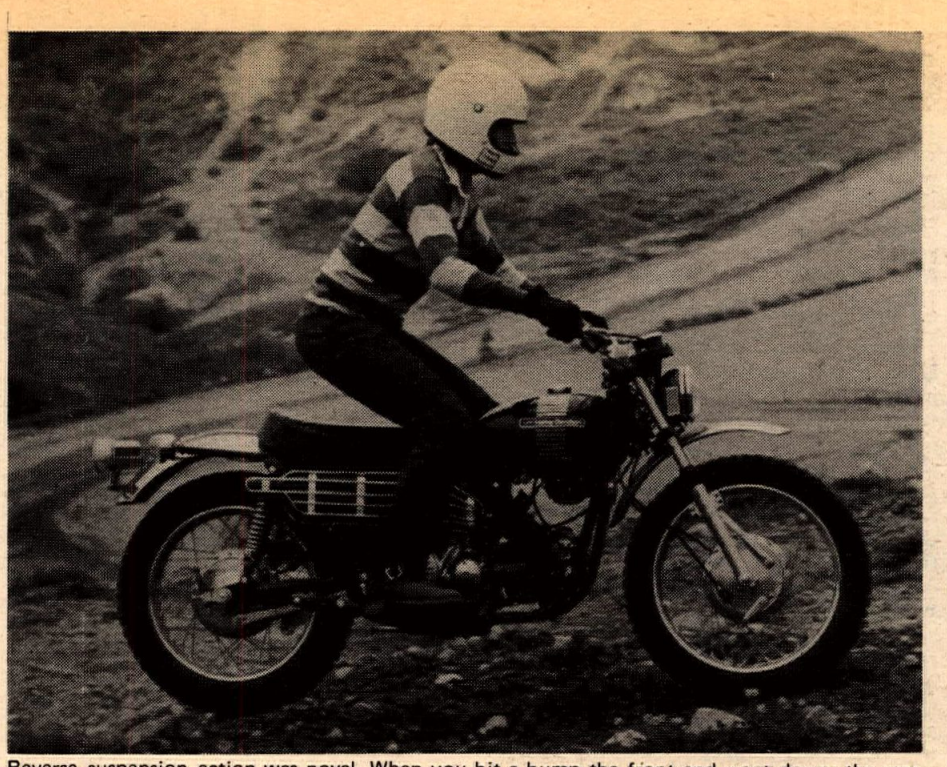


Reverse suspension action was novel. When you hit a bump the front end went down; the rear end went up.

and passenger up a considerable grade. It doesn't have all that much power but is perfectly adequate. The only limit was wheelspin which would occur if the rear suspension found any bumps. At this point, the very stiff elliptically shaped spring would bounce the rear end (and passenger, if any) into the air.

If you stalled, there was an electric starter, one of the new features at the bottom (rear?) end of the horizontal engine package. Other changes include the swapping of the shift lever from right to left side (vice versa for the rear brake) so that it fits what most riders are used to (Japanese bikes) and what the Feds are now requesting. The transmission is a comfortably-working five speed and has been improved in operation. Conventional one down, four up pattern is followed.

The cylinder head has been changed, too, and most people feel that it is an improvement over the styled version of years past. The 26mm square-slide Dell'Orto carburetor worked poorly at idle where it would load up and stall, but it was otherwise beyond reproach. Throttle response was good; very smooth.

The front end on the Sprint just doesn't work in any off-road application we could determine. The forks are really too small, not just visually, for the weight and front-rear weight distribution of the bike. Over a series of bumps or ripples, they did a hydraulic lock-up on the third downstroke, and you had instant rigid frame Harley. The angle of the forks is also very vertical which, combined with the narrow bars, made even moderate off-road riding a chore. The undersize Cerianis are just not up to the task. The front brake was adjusted to its maximum but won't stop the bike from rolling forward, even in the dirt. This was noticed even at rest on a slight downhill. There is no feel to the brake, possibly because not much pad to drum friction is occurring.

The rear brake takes a fair amount of foot pressure but will stop the bike. Neither brake is really adequate for prolonged street riding. The Sprint does have nice Pirelli trials tires: 3.50 X 19 up front and 4.00 X 18 rear. They help out quite a bit.

The frame is really massive, with large piece of angle-iron at the lower joints and very thick tubing. Unfortunately, the front downtubes don't do much to protect the engine which, combined with low ground clearance, means that the most exposed item on the machine is the rubber oil return line on the bottom of the cylinder. A bash plate would be a very good idea if you *really* tried to ride the SX-350 off the highway.

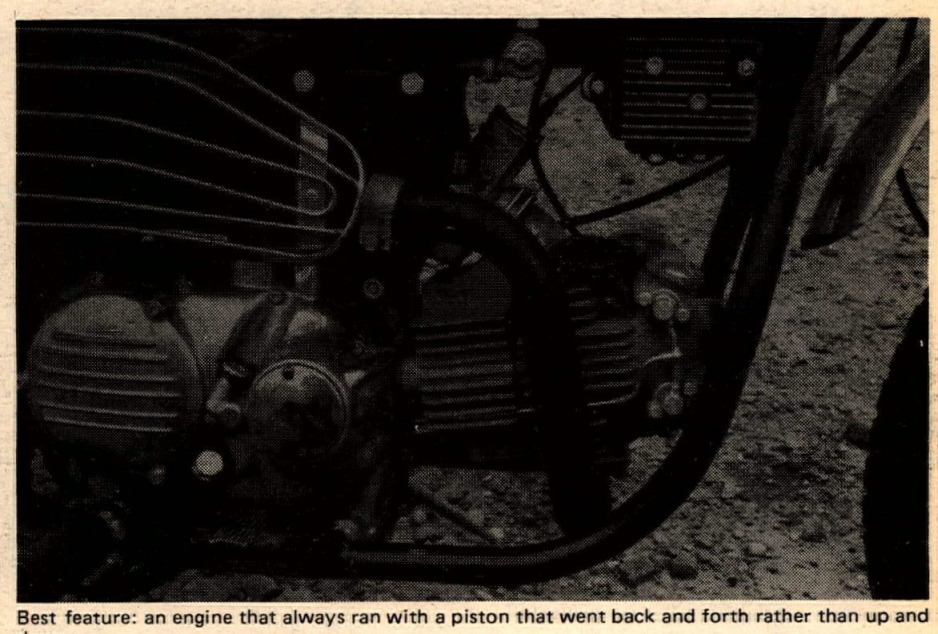
Passenger accommodation is adequate. The seat is long enough and soft enough for two if they're not too big and passenger footpegs are mounted on the frame, which means that the buddy's feet don't bounce up and down on the swingarm.

The big, black tank holds over three gallons of gas, but the weird little Italian fuel tap might prove puzzling to some to figure out. It didn't seem to make much difference since the Harley started and ran regardless of petcock position. The instruments were readable and reasonably accurate. The speedo, constant odometer and resettable trip odometer did their job consistently with accuracy.

It's unfortunate, but the Harley Sprint is about four years off the pace for dual-purpose bikes with trails tires. It is too heavy (over 400 pounds) and too evil-handling to be adequate in the dirt.

The forks and shocks seem to be lifted from other machines (which at least the forks actually are) without being thought out in terms of the frame or machine application. The H-D SX-350 is a considerable improvement over former models but high fenders and Pirelli trials tires do not make a dual purpose bike. It does have the distinction of being one of the few four-stroke singles still available and nothing ever broke, cracked, or fell off the bike during the test period. The oil drain plug did loosen itself to finger tightness twice in the relatively few miles that we put on it, however.

Harley-Davidson needs to pass back to their Italian branch the message on what will sell and provide pleasure in the American market. The machine needs some serious re-thinking if it is to compete with the horde of street-oriented Japanese dual purpose bikes. It could even be made to come across as one of those sexy, temperamental, Italian specials but it hasn't been and it isn't. That's one approach they could take; Harley needs a new one.



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THE NATIONAL PAPERS

by Bob F. Read

A year ago at this time San Diego's Don Emde was sitting on top of the motorcycle world. He had just won the Daytona 200, he was getting ready to leave for England and a series of match races. He was all set for the remaining six national road races and a trip to Italy, Austrailia and New Zealand.

Times change in a single season in cycle racing. Today Don is home in San Diego with a broken shoulder and no road race ride for any of the remaining eight national races or any of the events across the water in either direction.

His contract with Suzuki called for Daytona only, so Don decided to return to the dirt tracks. He entered the Ascot one hundred lap TT on March 18th and found himself flipping through the air in the Semi when another rider fell in front of him. Emde will be out of racing action until late April or early May. He finished seventh at Daytona for the best showing by a Suzuki rider.

A recent vote by the AMA Executive Committee finds the Ontario National road race date being moved from early May to late October. The new dates are now October 24th through 28th if you're still planning that vacation and haven't set the dates for coming West. That date is a month after the Ascot Half-mile National.

The change was brought about due to the search for new owners for Ontario Motor speedway. There will be a new owners' group soon, but not soon enough for the original May 6th that was scheduled last year. The Ontario event will remain on the AMA-FIM calendar as the only world Formula 750 point event in North America so the entries from various overseas countries should top the recent Daytona record.

Some controversy at Daytona in the Tech inspection line was over many of the foreign machines that had fairings out in front of the riders hands. That's a "no-no" over here but all right under FIM rules. Formula 750 throughout the world is supposed to be the same but reports are that it still varies depending on country. The riders were allowed to use these fairings at Daytona but the results in time trials and the race showed they needed more than a new fairing. Open-handed riders won all the money.

What caused so many riders in the Daytona National to run out of gas? The new change to the course adds three turns and about ten gear changes per lap. Most of the crews and riders were trying to run the same number of laps as they did in previous years before stopping. The ones that did make it to the finish were all but out of petrol. One rider that finished in the first five coasted to a stop with a tank that was bone-dry.

The new first time Dallas, Texas National road race goes on April 1. The AMA required the track owners to get the track in far better shape than it was just a couple of months ago. The race will also see the new format for AMA road racing on shorter courses. It means that a rider can be eliminated in the heats or the Semi and is no longer guaranteed a spot on the line for the final. It looks like a good formula. It has worked in dirt track racing for years.

On the dirt track side, the Western Region season starts off with a bang. Two tracks that will host Nationals later in the year open on the same weekend. Ascot on Friday night, April 6th and San Jose on Sunday afternoon, April 8th.

The Ascot opener last season payed a record $4,400 to the riders on the same percentage basis that applies this year. San Jose will run a straight guaranteed purse. Ascot will then run every Friday night and San Jose should have at least one more regular event before their May 20th National Half-mile. The annual Boise, Idaho TT goes again in mid-April on a Sunday afternoon.

The AMA has done an excellent job of creating the new "Regional" non-National series. None pay less than a $3,000 purse and they have them slated from coast to coast this year. The requirements are that the riders pre-enter on an official blank and send them in advance to the district referee where the event is being held. If the rider does not send an entry he can still race but will receive no points.

Each region has a point fund and it can mean considerable bucks to the top riders at the end of the year. Ascot is due to have one of the regionals the middle of May. San Jose will have one in the Fall and the three TT tracks in the Washington-Oregon area all have at least one this season; the same for the Salem, Oregon oval that now has the best lighting system in the West.

Remember Springfield? The Mile track that used to pack them in every year when the fifty mile Main was usually decided on the last turn? Rumors have been floating for years that it was coming back. The former manager of the event actually has the track for a date this season but is still trying to work out what that date will be. It will not be held during the annual State Fair but on a plain Sunday afternoon. It last ran in 1966.

The best kept secret in racing so far this year was the non-national Mile that was held in Atlanta the Sunday following the Daytona race. Most of the riders in Daytona didn't even know about it. Secrets cost dollars in racing and we have all heard about a lot of secret races – after they have happend. The National at Atlanta on September 9th will not be kept quiet.

If you're going to Dallas for the road race, take your short tracker along as they have some good ones tied in with the road races. But give a lot of consideration before entering as they have guys like Robert E. Lee and Mike Kidd down there racing weekly in events that are not well-known to the rest of the racing world. Add a guy by the name of Mike Gerald to that list, also. Lee and Gerald have won the National short track at Santa Fe Park in Chicago the last two years in a row.

For $24,000 They Could Get an Ambulance

by Kent Nicholls

The Mint 400 in Las Vegas is advertised as the "Worlds Richest Off-Road Race." It drew nearly 300 buggys and motorcycles this year to the little hamlet of Jean, Nevada, thirty miles Southwest of Las Vegas.

The Mint is also one of the most expensive races to enter with a price tag of $350 per vehicle. The motorcycle segment, held on Monday, had around 70 scooters entered. A little quick math tells us that this gained the promoters a tidy $24,500 before payback.

This year's Mint course was fast, so fast in fact that Rolf Tibblin's average speed was better than 48 MPH. At these speeds in the desert, someone is bound to unload and get hurt. Several did, and one such person was Steve Hurd. Steve was hooking it down the paved road just after the start-finish in Jean, hit a washout, and did a brutal endo on his big-bore Kawasaki. He ended up with a broken leg, a possible broken collar bone, and extensive asphalt rash. Keep in mind that this happened only *three miles* from Jean, right along side the old LA highway, not fifty miles out in the tules. A passing spectator in a VW Bug was flagged down and sent into Jean to get an ambulance. About 15 minutes later he came back, but no ambulance. After another 15 minutes, he *again* went and informed the promoters. Still no ambulance. Then after another fifteen minutes, Scot Hardin went and told the promoters for the *third* time about Hurd's crash. He also told the Kawasaki people; amazing apathy.

All this time Steve is flat on his back alongside the course and those of you who ever have been unfortunate enough to have done a high speed number know what a bummer that must have been. Remember, this is within sight of the pits. As I walked around the pits, I saw only two ambulances and one of those was a private van with a red light stuck on top. Finally, after an agonizing one and a half hours, Steve began the journey to a Las Vegas hospital.

Steve Hurd's wait in the desert was made easier by the Clark County Sheriff's Jeep Posse, a group of Jeepers who donate their money, vehicles, and time to the race promoters at no charge and take care of search, rescue, and first aid. A Las Vegas local named Jerry Caine also did a lot to make Hurd's wait easier, including giving him the only jacket he owned to help ward off shock.

Even so, Steve Hurd still lay in the desert for an hour and a half. There is no excuse for this when $24,500 was just taken in. I know I wouldn't ride a race where there was a chance that I would lay in the desert such a long time and possibly die withing sight of the pits. Del Webb or who ever you are, you had better get it together and plan ahead, or you are going to find that the Mint 400 is just a bad memory.

In Defense of Freedom

by J. G. Krol

Ten years ago California had a law requiring internal combustion engines regularly used in backwoods areas to have spark arresters on their exhaust systems. The main target was large industrial diesels which, as you know, throw off quantities of black carbon particles in their exhaust, some of which may be glowing hot. Vehicles used for occasional transportation were exempted from this requirement. With the rising popularity of motorcycles during the sixties, the law was changed to exempt motorcycles from the exemption. That's the way it reads. Thus motorcycles, even though they did not fit the category of machines for which the law was originally drafted, were brought under its control.

Since accessory spark arresters cost well over ten dollars a piece and original equipment spark arresters must add at least a couple of bucks to the retail price of the whole machine, motorcyclists are currently spending over a million dollars per year on this legally-mandated device.

What good this imposition accomplishes has never been made clear.

Nationwide during the sixties, according to government data, the origins of brush and forest fires were as follows: Debris burning, 25%; Incendiary, 23%; Smokers, 18%; Lightning, 12%; Campers, 4%; Railroads, 4%; Lumbering, 2%; Miscellaneous, 12%.

Buried somewhere down inside "miscellaneous" is that dreaded scourge of our precious and irreplaceable natural resources, the un-spark-arrested motorcycle exhaust. A federal report on fire hazards in California mentions one such miscellaneous problem. It says the "miles of electrical transmission lines, both main and secondary, create a very real hazard". It does not even mention motorcycle exhausts. Miscellaneous must also include airplane crashes, roadbuilding, military ordnance testing, unknown origins, and vehicle crashes (think of how many times your TV has shown you a car burst into flame after going over a cliff). In the overall statistics motorcycle exhaust sparks are an obscure and utterly negligible cause of fires.

Ever since spark arresters became mandatory in California, I've been asking old time dirt riders if they'd ever heard of a fire started by a motorcycle exhaust. None had. However, I did hear of a case where some riders attempted to start a fire by holding the most flammable grass they could find right up to the straight-pipe exhaust of a bike. Nothing happened.

The problem of motorcycle spark arresters is wrapped in paradox after paradox. On the one hand, we are told that fires must be prevented to protect "valuable" timber resources. On the other hand, these resources aren't valuable enough to pay for their own fire protection out of their own revenue. Stands of timber that really are valuable are protected by their owners.

On the one hand we are told that fire prevention is necessary to protect unique natural plant life. On the other hand, the Federal fire-fighting establishment carries out programs to "convert" highly flammable species of plant life to other, more fire resistant forms of vegetation. They kill the natural vegetation with herbicides to remove it. Why is it terrible to kill a particular bush with fire, but fine to kill it with poison?

On the one hand we are told that fire prevention is necessary to preserve scenic values. On the other hand, the fire-fighting bureaucracy is constantly wringing its hands over the "encroachment of people into the wildlands". What good is a pretty scene without the "encroachment" of some people who can look at it?

The State and Federal fire-fighting establishment has grown into a mindless bureaucratic organism with its own internal drives for expansion. Like any such empire, it evidences an insatiable hunger for money and power. Given a law to require all dirt bikes to have spark arresters, the chieftains can request more manpower to enforce that law. From their viewpoint, mandatory annual inspections of spark arresters would be a step forward, and monthly inspections even better.

Shortly after the California spark arrester law went into effect, a Division of Forestry torpedo stopped me to check out my bike. He made a great show of paging through his booklets and loose-leaf binders jammed with enforcement guidelines, lists of approved arresters, and the like, but he couldn't find my spark arresters among the hundreds of models that had received approval. Ready to write me up for a whacking big fine, he changed his mind at the last moment when I pointed out that if he cited me he'd have to cite himself, since the spark arresters on my motorcycle were identical, right down to the embossed model numbers, to the spark arrester on the motor-driven fire-fighting water-pump mounted on the back of his truck.

Interestingly, the best reason he was able to give as to why motorcycle spark arresters were being required, is that the necessity of such equipment would make riders more "fire conscious", hence less likely to start fires by means *other than* their bikes' exhausts. In particular, motorcyclists who were "fire conscious" would be less likely to smoke while riding along a trail. Ever since then I've been watching dirt riders to spot one who was smoking while riding. So far I haven't spotted one.

If a fire is going to be started by exhaust sparks at all, they certainly have to exist in sufficient size, quantity, and concentration. What kind of engine they come from is irrelevant. Thus, if fire prevention were really the reason behind spark arresters, the performance specifications would be based upon the *total amount* of emitted sparks. This is *not* the way the requirements are drawn. To be approved, a spark arrester must provide a minimum *proportional* reduction in exhaust solids.

Thus we have the absurd result that a government bulldozer, busily cutting firebreaks to destroy part of the natural vegetation so that the rest may be protected, may very well emit several times as many sparks *through* its legally-approved spark arrester as a typical dirt bike is capable of producing in the first place. A legally-safe logging truck could well throw more sparks than an un-spark-arrested, hence illegal, trailbike.

Two things are needed. First, the fire-fighting bureaucrats should produce data to show what proportion of fires — if any — have ever been provably caused by motorcycle exhaust sparks. There is strong reason to suspect that motorcyclists are being forced to pay orders to magnitude more for fire prevention than the demonstrable marginal cost of such fires as their exhaust sparks have caused.

Second, exhaust system requirements should be based upon the size, quantity and concentration of incandescent particles in the exhaust. Fires are started by the absolute amount of sparks, not by some mysterious and arbitrary proportionality factor, so if anything needs to be controlled, it is the total emission. But if this were done, most — if not all — motorcycles would satisfy the requirements without any piece of special equipment.

Possibly the real reason motorcyclists are forced to spend millions on useless gimcracks is that they are known, by their government, to be hopeless masochists who roll around in joy and scream, "Kick me! Kick me! Please, kick me again!", to any self-seeking crusader who pronounces the Holy Words like "safety", "ecology", or "fire prevention".

How much of a masochist are you?

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or C & S Publishing Co. Qualified readers wishing free and equal rebuttal space should contact the Managing Editor.

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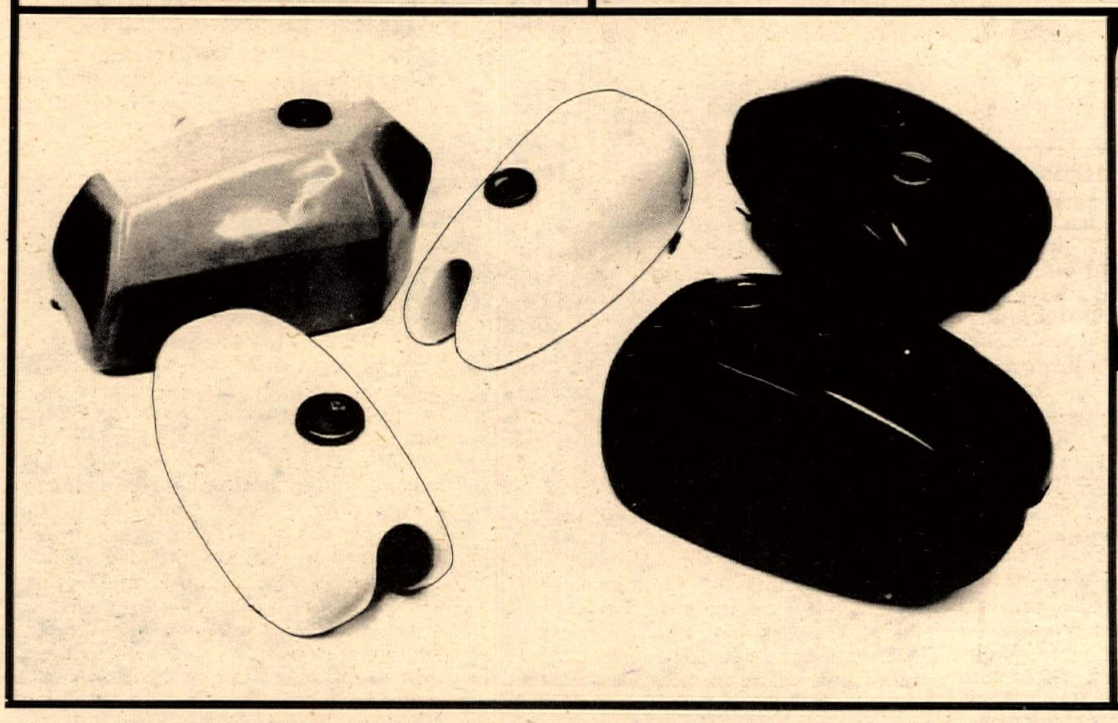

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T-2 RACING

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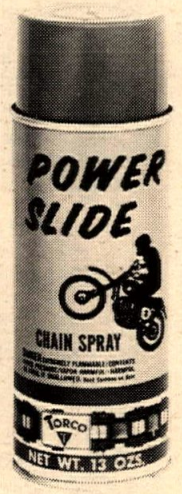

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Being basically that portion of Los Angeles County Road 27 between California 1 and US 101

by the Editorial Staff,
Special Consultants and other Hangers-On

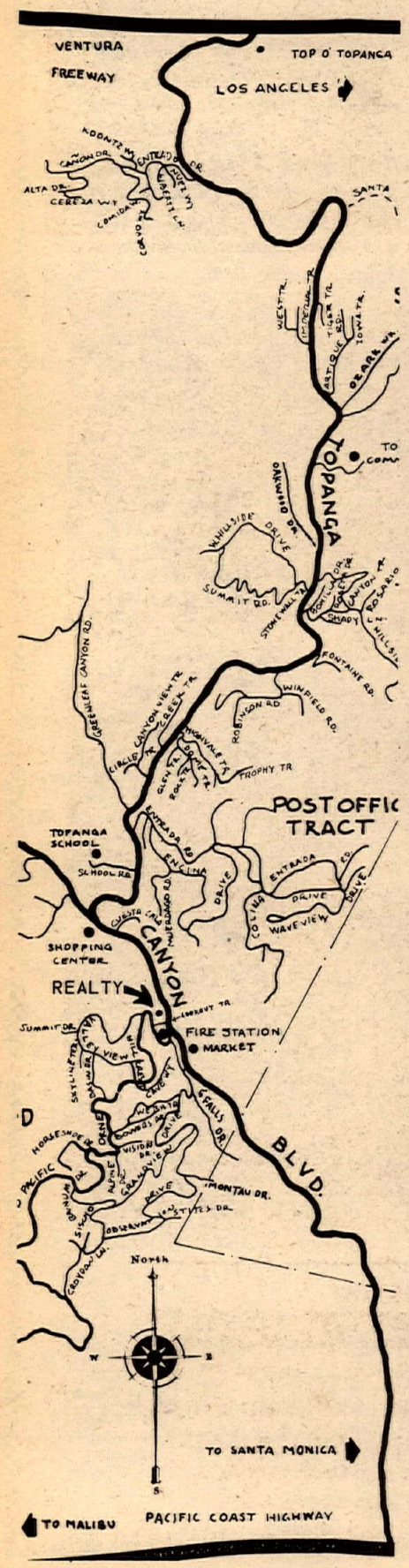
When we first tested Topanga Canyon Blvd. back in 1965, it was a very primitive piece of pavement. It was, even then, asphalt from the beach all the way to the San Fernando Valley, but it was basically a narrow, two-lane, seldom traveled road used mainly only for access by Topanga Canyon residents. To most people it was a transportation road and little more.

In the years since then, two major factors have affected the development of Topanga Canyon Blvd. It, like most other transportation units, has seen the effect of safety legislation and other improvements such as "light-up" safety reflectors on the corners, suggested speed signs and white "Botts dots" down the center strip. The 1973 model TCB has also been widened throughout most of its curving route up into the inner canyon itself. While the road has probably been made safer, it will no longer appeal to the purist since it has, as a result of such improvements and burgeoning public interest in "road" travel, become a much more popular model.

As recently as 1967, it was possible to take a Bultaco Metralla from one end of the canyon to the other early on Sunday morning and encounter maybe one VW and a pickup truck. Ditto with a subsequent Honda Super Hawk. Now, the intrepid roadster will have to fight for asphalt with a horde of choppers and Porsches. It has been a considerable price to pay for the popularizing of this particular model road.

1973 model Topanga is water cooled, but this feature may be removed later in the model year. Photos by Wendy Blanton & Art Friedman.

ROAD TEST: 1973 Model Topanga Canyon Blvd



Shoulders have been widened in the last two model years which is a definite advantage as it allows the biker someplace to go when he is being run out of his lane by the non-canyon commuter in his Buick station wagon. It also allows you to work on your flat track style should you drift a little wide on the turns.

This is one of the few roads we have tested where a dual purpose machine really shines as the maximum speeds are about those attainable on the stock-geared street/trail bikes and the numerous features of the road, such as dirt and gravel side trails, invite the use of this type of machine.

What will Topanga Canyon Blvd. really do for you, the biker? Basically it will take you from the Pacific Coast Highway to Ventura Blvd. (It then continues out into the flatlands but this application will normally hold little interest for the type of rider who will use this road.)

The Topanga is not for the inexperienced rider because of its high-performance character. On this very spot one unwary, un-road-wise CN staffer became un-biked on one cold night when the wet spot on the road had frozen. One should also note the lurking CHP road lizard.

Before entering slide section it is best to check your equipment and see if steel shoe is necessary.

But the road is much more than that. It covers three distinct types of life style. It will carry you from the beach scene of Malibu through the (now fading) hip community up in the canyon itself out into the plastic newness of the San Fernando Valley. TCB definitely has its appeal to those involved in all three aspects of its basic application.

Taking it from the bottom up, as it were, the road runs straight a few hundred yards from the Gulf station, another recent addition to its layout, around a long righthand sweeper to a 90-degree left-hander with a recommended speed of 25 MPH posted on it. The intrepid biker will be able to negotiate this first corner at a considerably higher velocity. This leads into a series of fairly quick turns up the wall of the canyon itself, across a wide bridge and into the climbing esses on the north side of the canyon wall. A particular feature here is the high sandstone rock formations over which tumble a couple of waterfalls in the rainy season.

This is also where the rider is likely to get stuck behind a line of cars which is stuck behind a 10 year-old Volkswagen microbus loaded to the roof with tools, hitchhikers, kids, dogs and unidentifiable pieces of machinery and/or furniture. Passing must be executed with extreme care or foolhardiness. The 1972 model TCB saw the addition of numerous "No Parking for Next 2 Miles" signs which were added in an attempt to keep people from parking and using the old swimming hole down in the creek (which is used to water-cool the canyon; air cooling is also employed.) Skinny-dipping was not unpopular in earlier years. There is a nice little fresh water spring coming out of the rocks, however. The road narrows somewhat through this section but the surface remains newly applied asphalt. At the end of this section is a right hand corner, next to the fire station, which should be kept in mind on cold evenings as the runoff tends to freeze on the road surface.

The next feature on the TCB is the settlement of Topanga itself. This includes a serviceable general store with a good wine selection, numerous craft shops and galleries, a restaurant or two and very modern U.S. Post Office which strikes us as being out of character with the rest of the road. This is a good place to stop and get a cold drink and is truly one of the major attractions of our test subject. There is also another gas station making mileage between gas stops entirely acceptable for either the casual tourer or the serious street racer.

yields glimpses of funky-looking houses set back in the trees and occasional open views of fields and pastureland with horses. Prolonged gazing at the scenery is not recommended however, due to the numerous successive blind turns and diminishing radius curves encountered in this part of TCB.

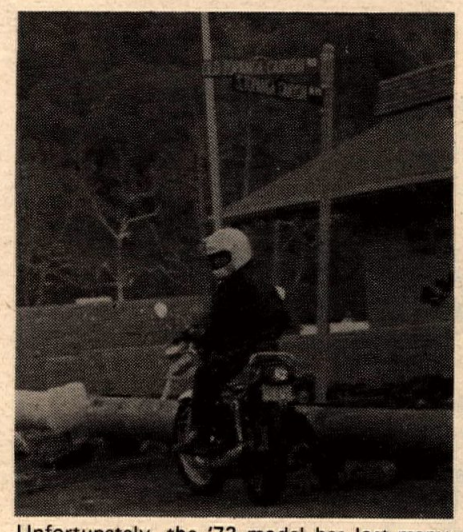
A long straight where the experienced rider can wring the canyon out to the limit goes past the Uncommon Market and Topanga Liquor to the Corral. The original Corral has been discontinued due to excessive temperatures causing complete combustion, but used to feature some of the very best local rock groups and performers such as Taj Mahal. The new model Corral is larger, more modern, probably more functional but the price is higher and, we feel, will not have the same appeal to the purist in these matters.

Some more long sweepers on a slightly widened road surface and one very invigorating straight stretch brings the rider to the top of Topanga both geologically and geographically, if not emotionally. Here there is a trailer park, a new subdivision of track homes and, on un-smoggy days, a view of San Fernando Valley all the way to beautiful downtown Burbank. Undoubtedly this is also one of the selling features of Topanga Canyon Blvd., though not to our taste.

Another series of long, blind apex sweepers is the last really noticeable feature of the road before it straightens out past another, more expensive, group of tract homes and finishes in a final long, straight run lined with trees for the most part into the community of Woodland Hills, California and a giant shopping center. There are several more gas stations here which should allow fill-up, if necessary.

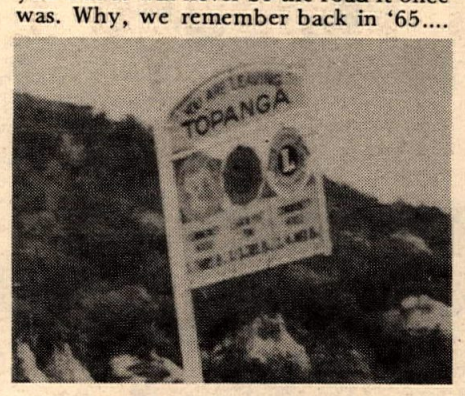
The quality of successive model TCB's can be reflected in part by the fact that it is used, without mercenary reasons, by so many motorcycle journalists. From opening radius sweepers at the beginning to closing radius switchbacks at its end, Topanga Canyon Blvd. is surely a road that will appeal to both the serious biker and the everyday commuter. Los Angeles County should be able to sell a lot of them.

Purple Haze goin' 'round my Brain... Gotta Ride Up in Topanga Again

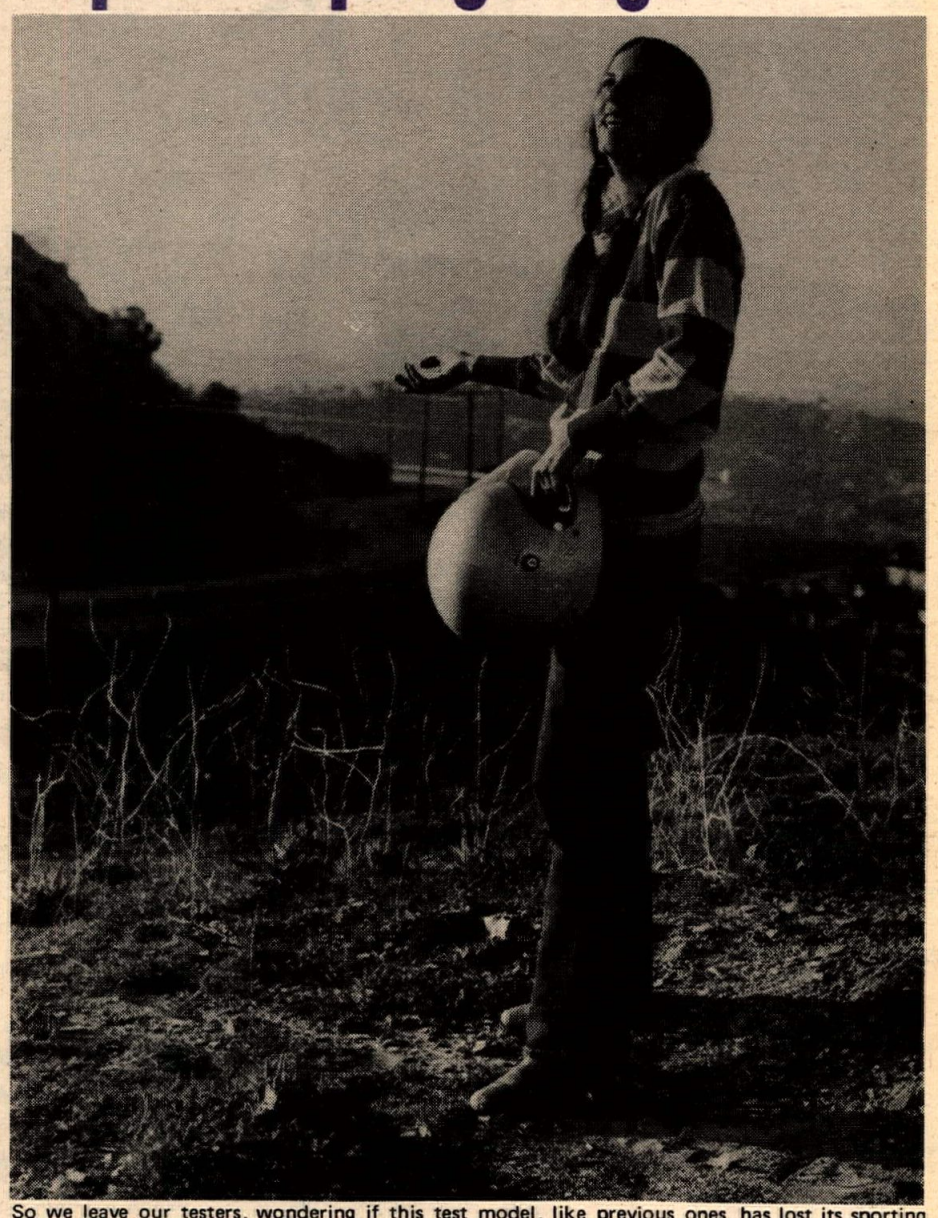


Unfortunately, the '73 model has lost many of the advantages of the older model Topanga.

Unfortunately, in widening its appeal and, therefore, its usage we cannot help but feel that something of its original attraction and performance has been lost to mass suburban tastes, the county highway department, state and federal safety legislation, and an epidemic of dogs. It may be the road for you but it will never be the road it once was. Why, we remember back in '65....



It comes and goes.



So we leave our testers, wondering if this test model, like previous ones, has lost its sporting character because of federal and state safety requirements.

The results are in from the 1st Yamaha-Torco Grand Prix Motocross-Desert Shootout and...

AMERICAN MOTOCROSS MAICOS SWEEP BOTH 250 and 500 EXPERT CLASSES!

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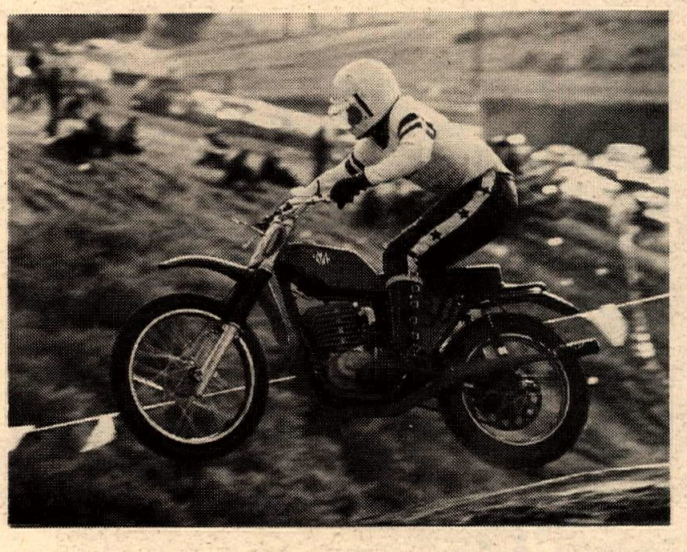
Rich Eierstedt (64) 1st 250 Expert



Southern California's top motocross and desert riders went all out for thousands of dollars in prizes at the Yamaha-Torco Grand Prix Shootout – and when the dust cleared, the red, white and blue jerseys of American Motocross walked off with the top money.

Were Eierstedt and Staten riding $20,000 factory specials? No. *They won on the same Maicos that sit on our showroom floor.* Maicos that were prepared and race tuned by our competition experts.

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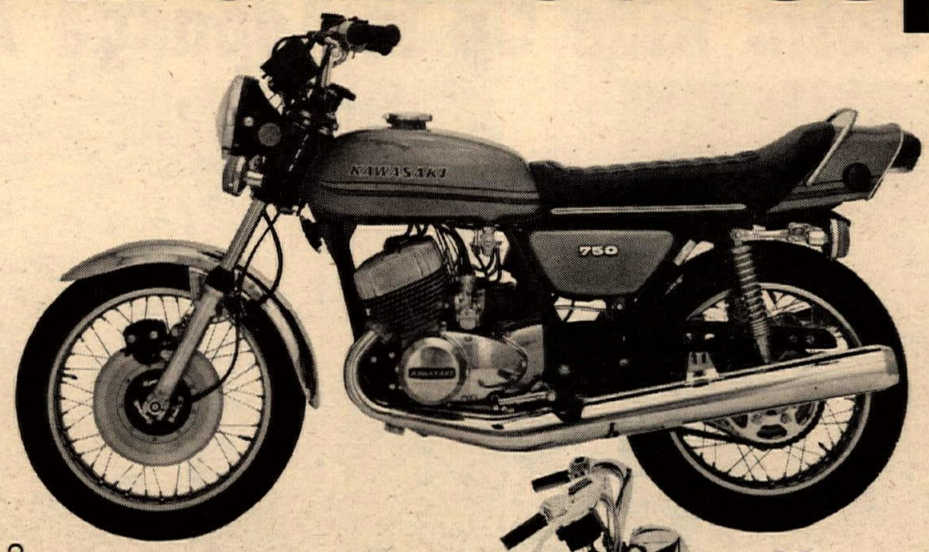
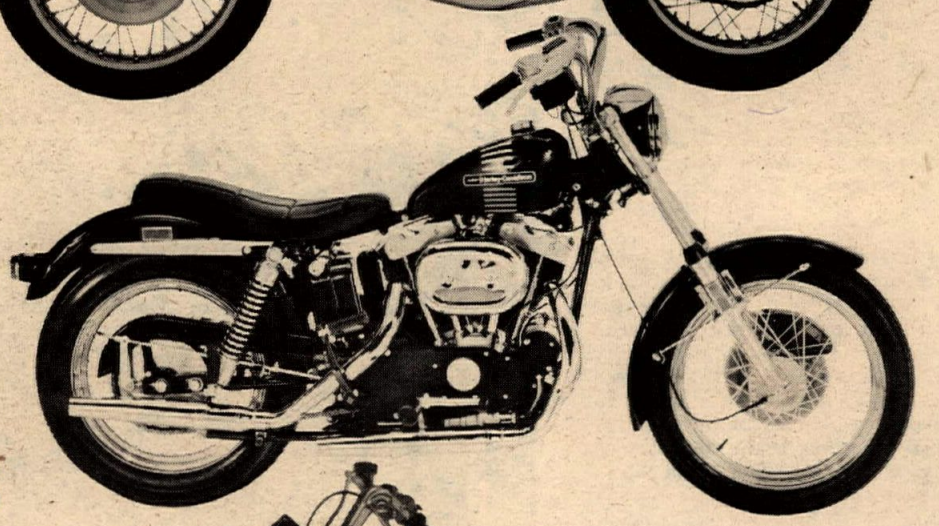
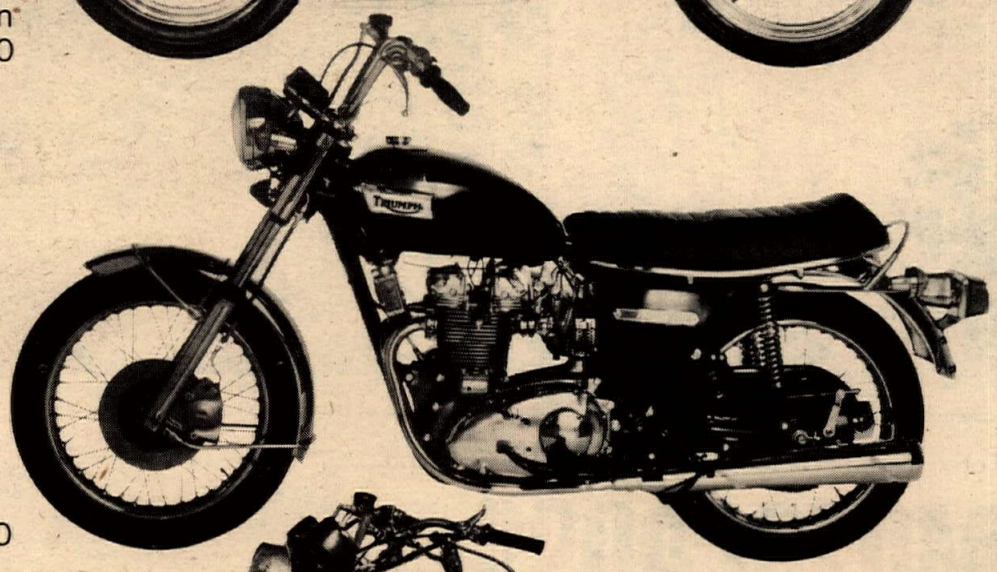
These are called "superbikes."



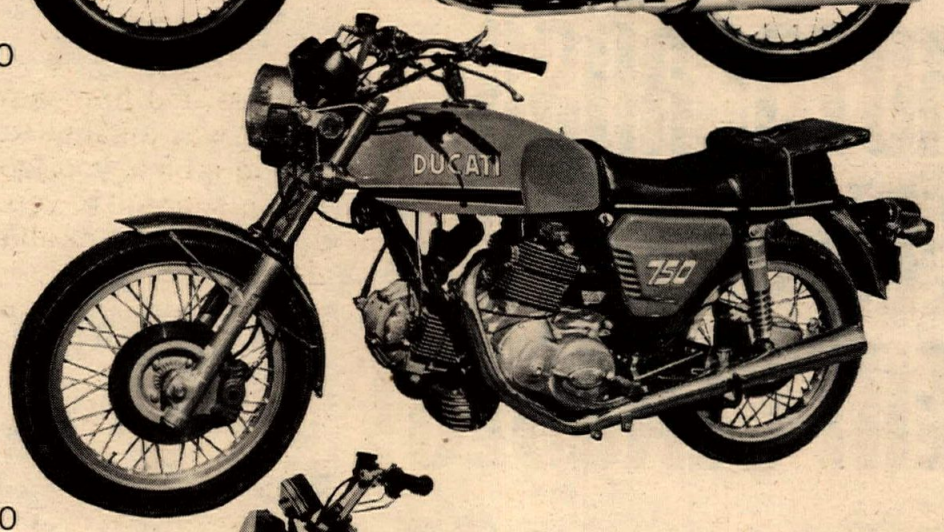
Kawasaki 750 H-2



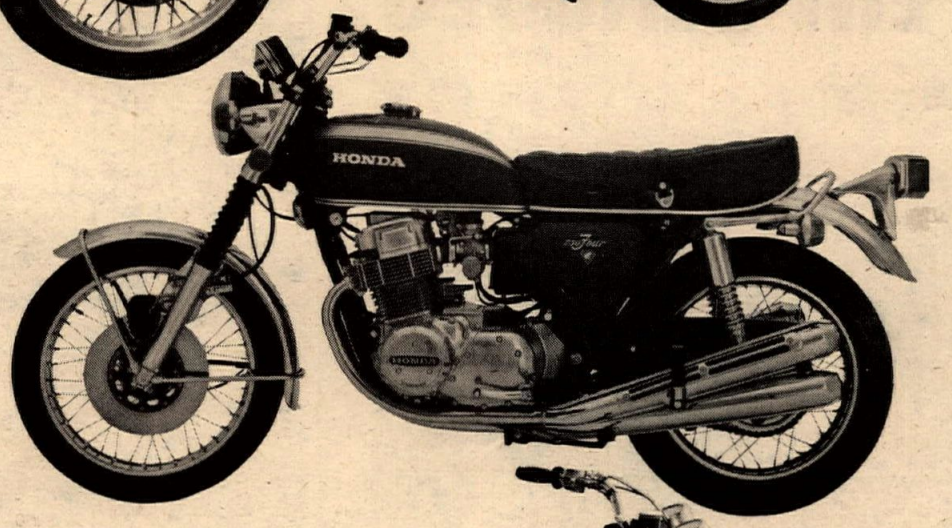
Harley-Davidson Sportster 1000



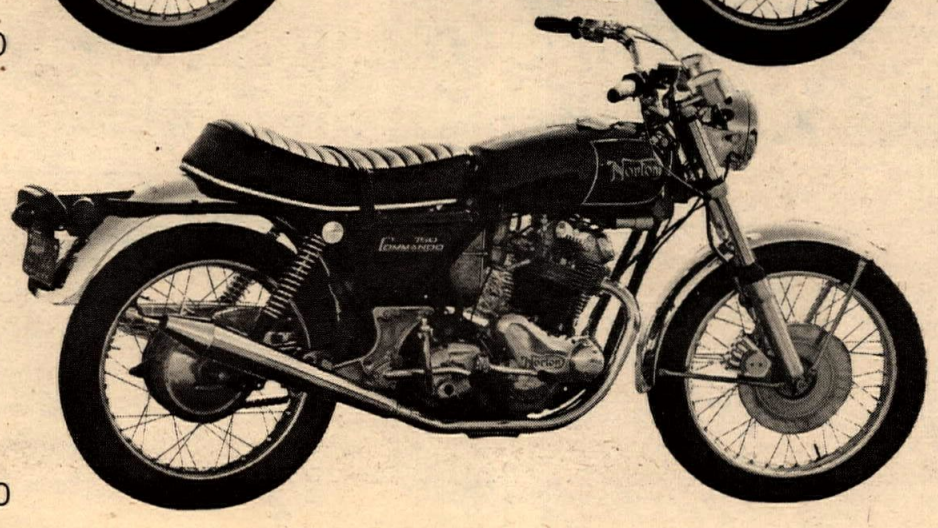
Triumph 750



Ducati 750

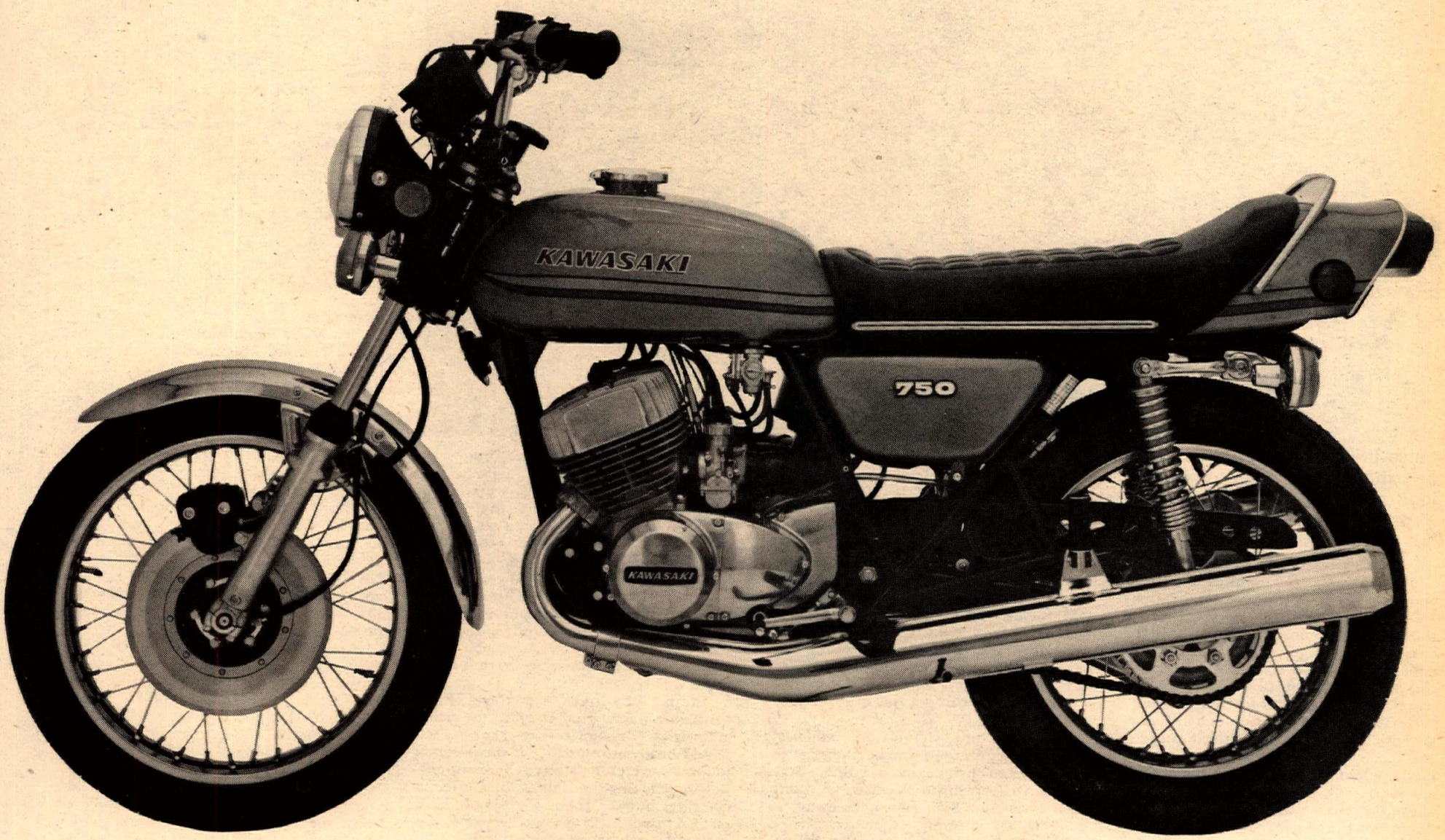


Honda CB-750



Norton 750

This one deserves the name.



Superbikes. The big ones. The performers.

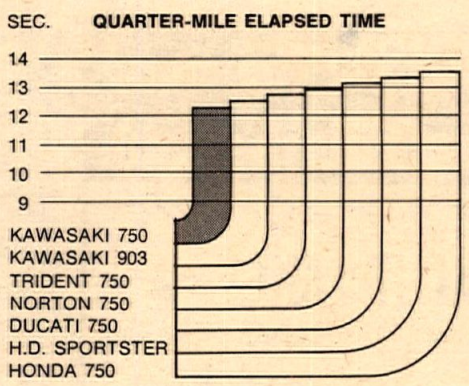
Cycle magazine tested them, and published the results in December. In every test, the Kawasaki 750 H-2 outperformed the other manufacturers' big bikes. The results are below.

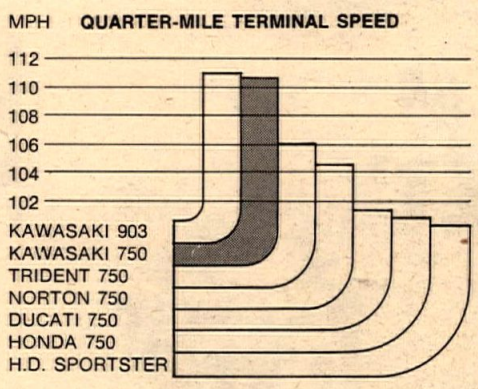
The H-2 is faster in the quarter. Faster in the mile. Has more braking power. Fewer pounds per horsepower. Lowest price. And gives the most performance for the dollar. The H-2 also had the highest torque and horsepower. (The only bike that came close to the H-2 was another Kawasaki.)

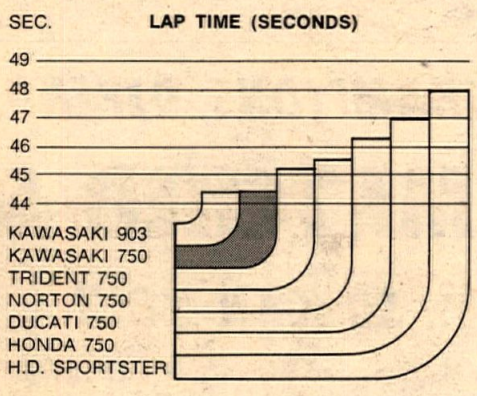
When you're buying a bike, you look for a lot of things. But when you're buying a superbike, you look for power and performance. You look for a machine that lives up to its name.

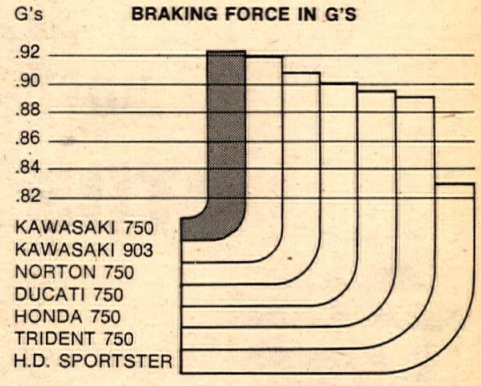
Kawasaki 750 H-2.

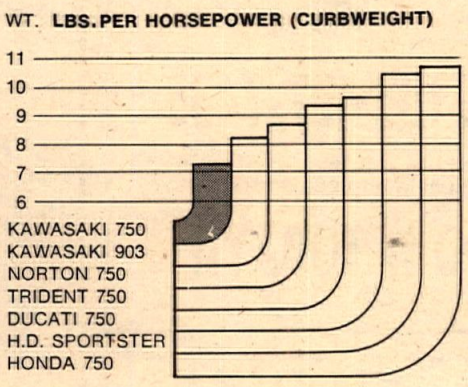
The superbike that deserves the name.

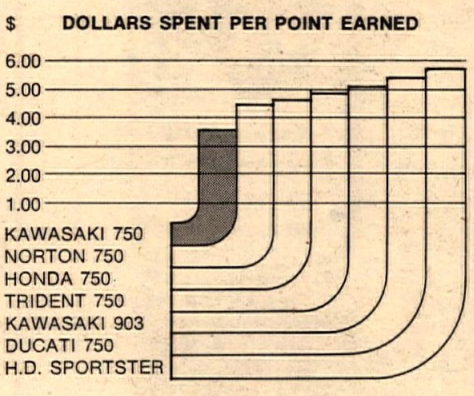


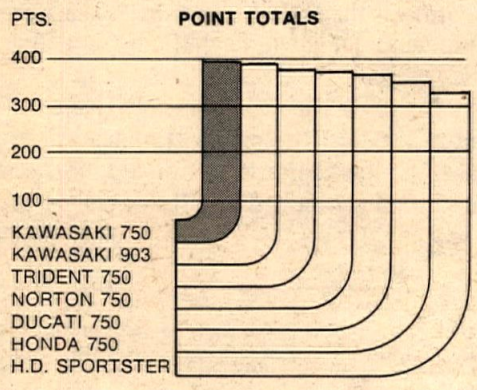


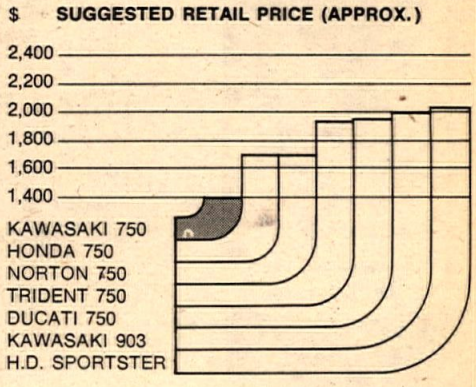




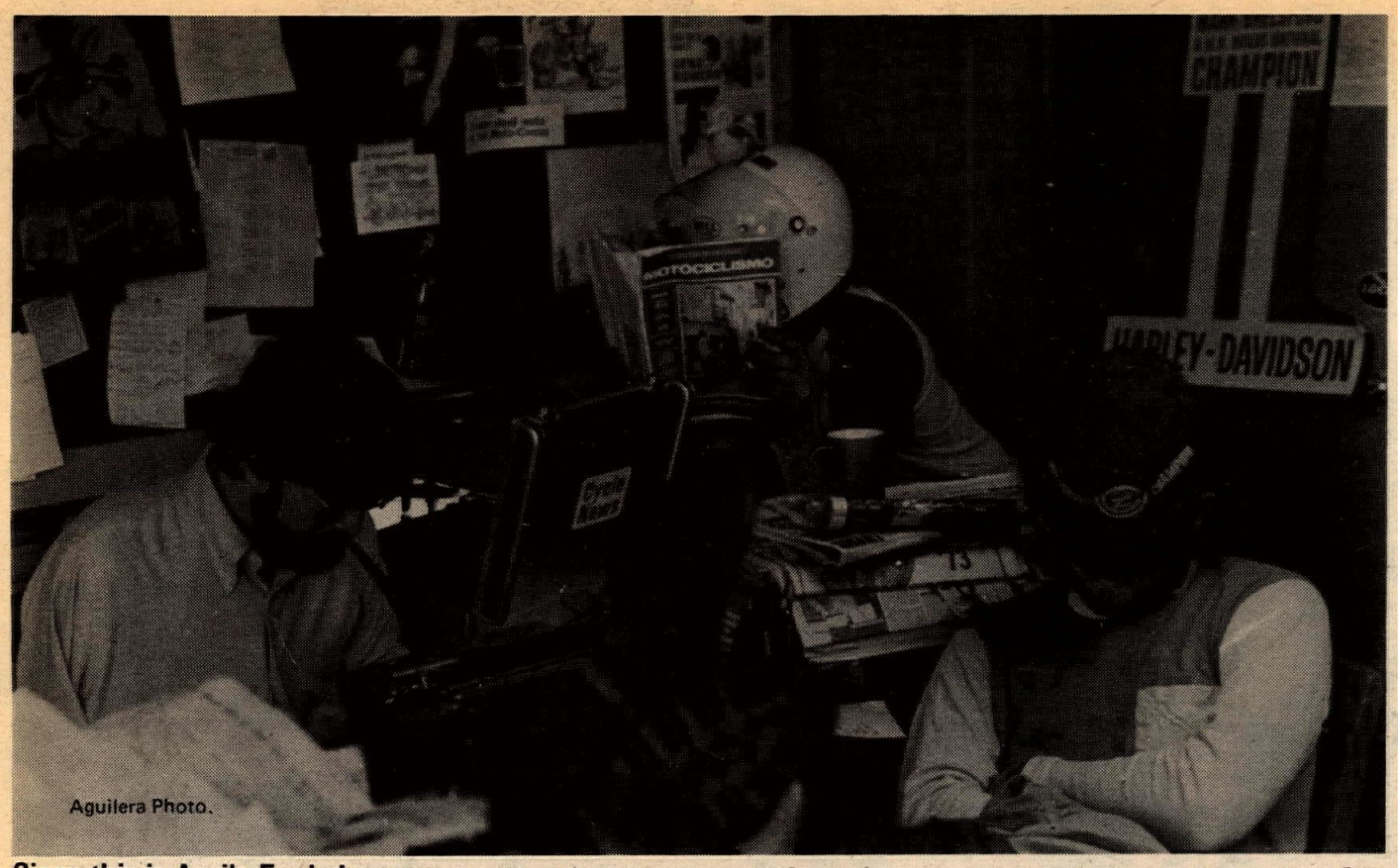








Kawasaki 750 H-2 The superbike that deserves the name.



Aguilera Photo.

Since this is Aprils Fools Issue we just thought we might give you a look at all us year around fools. It probably won't humor anyone but us, so tough.

by No-ma de Plume

I fear that the impressions that people gain of editors of publications are rather bizarre. There seem to be three prevalent images. The first is the non-profile image, where the editor could be replaced by a computer, and the image would not be disturbed. The second is the high profile image, where the editor is a glorious, handsome, gifted super-star, and the third image is that the editor is some kind of incompetent idiot. Of course the correct answer is (d). That being "All of the above," "None of the above," and "Some of the above." In any event, we are mostly human, and, hopefully, describing to you a day in our lives might be both humorous and informative.

The day begins for the Cycle News Editorial Triumvarate, when at around seven in the morning, we wander out of our various beds, in various dwellings in various parts of Venice, California. Some wander out alone; some don't. All might wish for the latter. After a collective six cups of coffee, Instant Breakfast, a coke and a dish of coffee ice cream, some wheat germ, and a beef burrito, we are as ready as we might ever be to journey South, down the scenic San Diego Freeway, to beautiful oil-well-ridden, smog-infested Long Beach. That journey is probably the most trying part of our day, but probably is not as trying as spending the night in Long Beach would be.

Some of the vehicles upon which or inside of which we make our daily trek are: 1959 Black VW sedans with sunroofs (Yes, plural!), a 1968 Dodge Van (with a blinking oil pressure light), a 1970 Ford Van (which always has bald tires, but never runs) a 1957 Ford panel truck (that always works) a ratty old Kawasaki 500 (that always works when anyone except the Editor rides it), a Suzuki 200 (that never has worked), a Honda 160 (that always worked for me), and any test bike with lights over 125cc that we can get our grubby little paws upon.

All these things (food and vehicles) try to contribute to make the trip to Long Beach bearable. But they don't...Driving from Venice to Long Beach on the San Diego Freeway at 8:30 in the morning is an experience rivaled by bringing home the POWs, kick-starting a Harley Chopper, running for President of the USA, finishing a family enduro, or waiting in line at the Induction Center. Understandably, by the time we reach Long Beach, we are burned out.

Sometime between 9:00 and 9:30 we make the horrendous climb over Signal Hill and descend upon our "white castle." We are generally greeted by the General Manager, who for our purposes, will be named Tom.

On Mondays, Wednesdays, and Fridays he says, "Glad you could come." And on Tuesdays and Thursdays he says, "Good afternoon." Both comments are generally appropriate.

As we enter the front door our shoulders slump, our eyes become like pin holes, and our hands begin to perspire. We *know* what we forgot. We forgot to punch out the night before. We don't really have cards we stick in machines or anything quite that corny, just this board with push pins, to be gruesomely inserted next to either "IN," "OUT," or "BACK AT ." Since we like to be "in" always, that's where we leave our pins. This does not generally meet with the approval of the authorities, but it does confuse the desk tootsie (receptionist) so much that sometimes she thinks we're not here when we are.

From the foyer we travel back through a narrow hall, turn to the right, and head for our office. That is, we would head for our office if the perilous journey weren't always interrupted. Before reaching the Hall of the Coffee, a cry rings out — "John, Joe Shlubodney on LA two." ("LA two" means the second LA exchange phone number.)

That is the cue for John to say, "Anybody ever heard of Joe Shlubodney?"

We return, "Nope, never heard of him. Oh wait, maybe that's...No, that's not it."

So, the Managing Editor disappears to talk on the phone. When shall we see him again? Meanwhile, another editor is wandering around saying, "Here coffee cup, here, here, nice coffee cup." A few whistles are heard as he wanders off down the hallway. "Are you in the Production room, coffee cup?" he moans. "I know you're around here somewhere. Oww-w-w, frammis Exacto knife!" The third of our three has wandered off toward the front of the building accomplishing the common aim in a different way. In case you are wondering, the common aim is to avoid being tracked down by the telephone lady and being forced to answer the phone.

Sooner or later we all make our way into our office. We like to call it that as it makes us feel important. It's actually a room about 16 x 12 feet. It has two doors and a large bay window affording a scenic view of greater Signal Hill for our greater inspiration. There are, in fact, three desks and some actual walking space between them. On the walls are a number of posters and pictures. There are three Steve French 14 x 18 prints, which remind us why we are here, a Harley-Davidson/Mark Brelsford poster, which reminds us that motorcycling is human, and a Boge Shock Girl, which reminds us of what everything is all about.

Soon after we reach our seats, the newsreel is over and the feature begins. Those dreaded telephones being to vibrate, then shake, and finally bounce wildly as they begin to ring. The Calendar Editor makes a valiant spring for his phone, but its too late, the Editor got it.

"Hi yah, baby, watcha' doin'," he says. Hm-m-m, LB three? M-m-m, okay. Dave, LA three, he says.

"No more frammis, blankety, dingus telephones, bah-humbug," The Ass. Ed. replies. "Oh well, somofa...This is Dave...Yeah? Now, what event is it? Huh, the Desert Destroyers MC and it's a Hare Scrambles? Okay, calm down. Now, what's wrong? You're giving one-third trophies and not 33%? Oh, and its on the wrong day, and its in Lancaster, not Phoenix. Well, I mean we all make mistakes and well, you don't have to lose your temper. Don't call me an idiot, you lousy rotten...click. There, that'll teach 'em. No more telephone; no more good guy."

As this is going on, the phone rings again. The Editor nails it again. "Edithiter speaking. Hot dog! Hi, Skip! What, ride a Skibodgey 3,000? Wow, that would be really neat. Oh, any time's good for me. How about right now? Oh, next month? Well, that still sounds really neat.

"Oh Skip, remember when you said something about parts? Yeah, well, I blew the cranks on all my bikes this weekend. Yeah, well it wasn't too bad, I won anyway. Oh yeah, well, I guess I did blow them all last weekend, too. You know, if you don't blow up sometimes you aren't going fast enough, right?"

"Hey John, who was Joe Shlubodney?" floats out across the room.

"It was actually his wife," John replies. "She was ticked off because we mispelled her son's name in that Podunk MX thing."

"What was his name?"

"Oh, I don't know, something with about seventeen letters."

The door opens and in walks the advertising manager. We all know what's coming and a chorus of "No way?" rings out.

"Is it five o'clock yet guys?" he asks. There is no reply. "Well guys, I need

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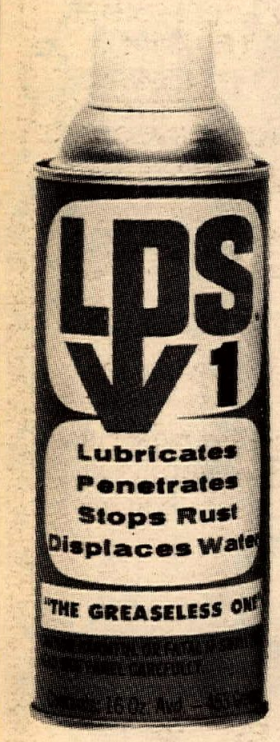

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three full pages on page 56. Oh, we're only going 52? Well, how about on page 34?"

"But that's where my two page article on tightening center stands was going to be," replies the Tech Kid.

The head honcho cuts in, "Well, I know you worked hard on that article, and it would sure be an industry first, but I think we'll have to go with that half page article on rebuilding your MV Six. Sorry," he concludes.

"Well, okay, but let's run it next week." the Kid replies.

A little later a new test bike arrives. Before you can whistle a happy tune, Bazooka Pete is out "testing" it. His test consists of around fifty back-to-back burnouts down a local street. After a few horrendous wheelies, he comes in a little shaken and gives the report. "Well, the front end's pretty light, but it's pretty fast, but then again the clutch is horrible. Yeah, it just slips to beat...now. Wouldn't even stand up to fifty back-to-back burnouts."

"How many miles does it have on it," someone asks.

"I don't know, I forgot to look," he replies.

"Let's look...oops, it only has seventeen miles on it."

After about six more phone calls for each person, a trip to the garbage truck for another burrito, arguments over how much coffee to use, and three visits from the typesetters to see if there is anything for them to do, it's LUNCHTIME.

"Everybody out to Jo-Jo's for a special and an egg."

"Naw, I wanta' go to the good Wop Shop," says the darkroom guy.

"I know where there's a Burger King," says the Editor.

"I can't afford that," says the Asst. Editor.

"How about the health food store?" returns another.

"The what?"

And so it goes through the rest of the day and day-in, day-out. More pink pieces of paper what say "While you were out," appear all over our desks, and the phone calls accumulate. Sometimes we make our deadline on Monday, sometimes we don't. Sometimes when we don't, maybe we'll go home anyway, and your paper won't come 'til Thursday the following week. If it doesn't come, maybe that's why, maybe not. Maybe the printer forgot to print them.

In any event, sometimes we write a little, sometimes we ride a little, but mostly we just answer the phone and watch the Advertising Dept. take more and more and more pages. Bye-bye.

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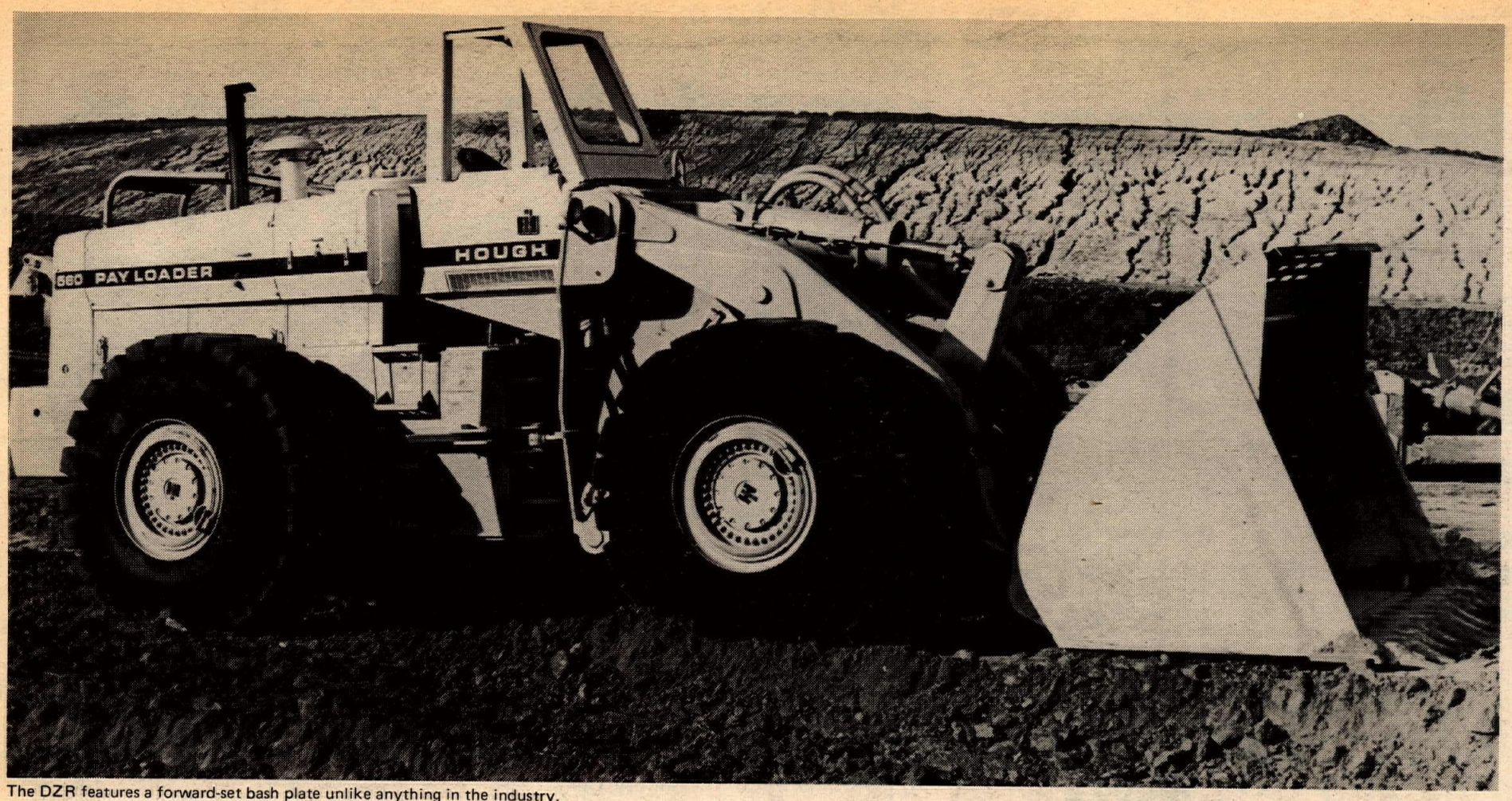


The DZR features a forward-set bash plate unlike anything in the industry.

Preview and Technical Analysis :

by John D. Ulrich

POND VILLAGE, N.Y., Apr. 1, 1973 – The startling new Bulmotox DZR was unveiled today at Excello A-1 Manufacturing's massive test facility in East Pond Village, New York. Excello, long world famous for its hand-crafted-by-machines willow tote trays, acquired Bulmotox in a daring diversification move last April. A crash program to take over the market resulted in the deaths of four factory riders as well as the exciting machine revealed today at the test facility located just miles from Treeleap Raceway.

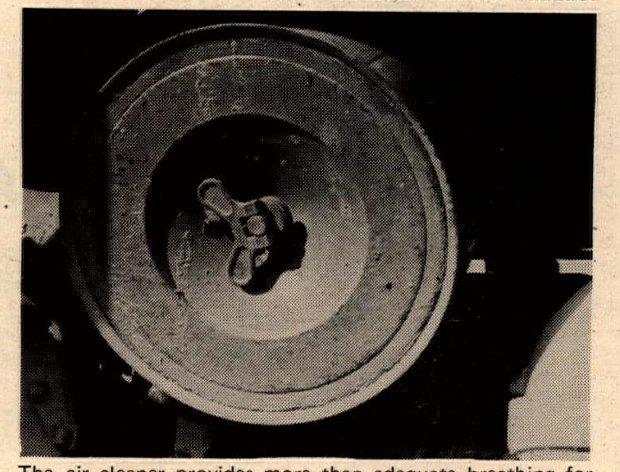
The brute power contest reached an all time high with the introduction of the DZR. Bulmotox president Priscilla Anchovie stated that the machine puts 872 horsepower on the ground, and was designed to "Push those foreign ring dings back into the ocean where they belong with the rest of America's wastes". The 15,389cc in-line eight cylinder engine features the latest in technical innovations, including quadrupel under cylinder cams and two sixteen valve cast iron heads. The air cleaner assembly provides more than adequate breathing for the big multi, and can double as a diaper pail or fallout shelter in case of emergencies.

This machine reminds us of that 1967 BSA ad claim of power enough to "level the hills", only in this case *literally*. This monster allows the novice rider to play havoc with the top international experts in the toughtest moto. It takes no great skill to cut through the worst traffic on any course when you ride a Bulmotox DZR.

The stock treads provide more than adequate traction on any surface, including greasy ice as provided on the Excello test course set up for the two journalists in attendance at the memorable occasion. These specially built knobbies are exclusive to Bulmotox, and do steel belted radials one step better!

Bulmotox designers have thoughtfully provided guide rollers to end any worries of a chain jumping a sprocket due to interfering logs or trees. The stock sprockets are sturdy steel items that should last at least until off-road vehicles are completely outlawed in America.

The front forks are without a doubt the sturdiest in the motor industry. Not even riding over a boulder strewn course at full throttle would induce bottoming. To say that these suspension units are indestructible would be an understatement. The Bulmotox enthusiast need have no fears that his mount's forks will ever fail him under the worst conditions.



The air cleaner provides more than adequate breathing for the big multi and can double as a diaper pail or fallout shelter in case of emergencies.

We were a bit disappointed that the DZR utilizes a rigid frame. However, it is only fair that we point out that it did work amazingly well. As Ms. Anchovie put it, "After the Bulmotox patented front suspension system does its work, there are no noticeable bumps for the rear end to travel over. With no bumps, why waste the consumer's dollars on a unnecessary rear suspension system?"

Another area of concern was that of exhaust smoke. In this age of awareness of air pollution, it certainly does the enthusiast's image no good to be seen polluting with clouds of smoke. Bulmotox's progressive thinking was reflected by Ms. Anchovie allowing that "We have already attacked that problem with our corporate think tank and have a solution. As you know, our exhaust smoke is black, not blue like those ring-ding foreign jobs. This allows the Bulmotox enthusiast to completely hide his pollution worries *by riding only at night!* No one will ever know the difference between black sky and black smoke!"

In keeping with its off-road character, the DZR does not feature any lighting equipment of any kind. Even though the machine is equally at home on or off the road, the Bulmotox design team felt that the machine was so safe that a rider did not need lights. It is so versatile, it may be ridden home after a race, doing away with any fears of being caught in a post-race traffic jam. In case of lack of lighting

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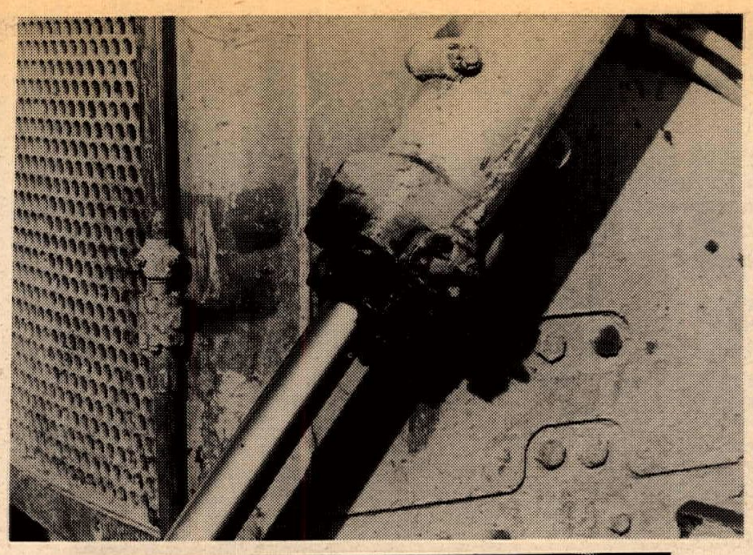
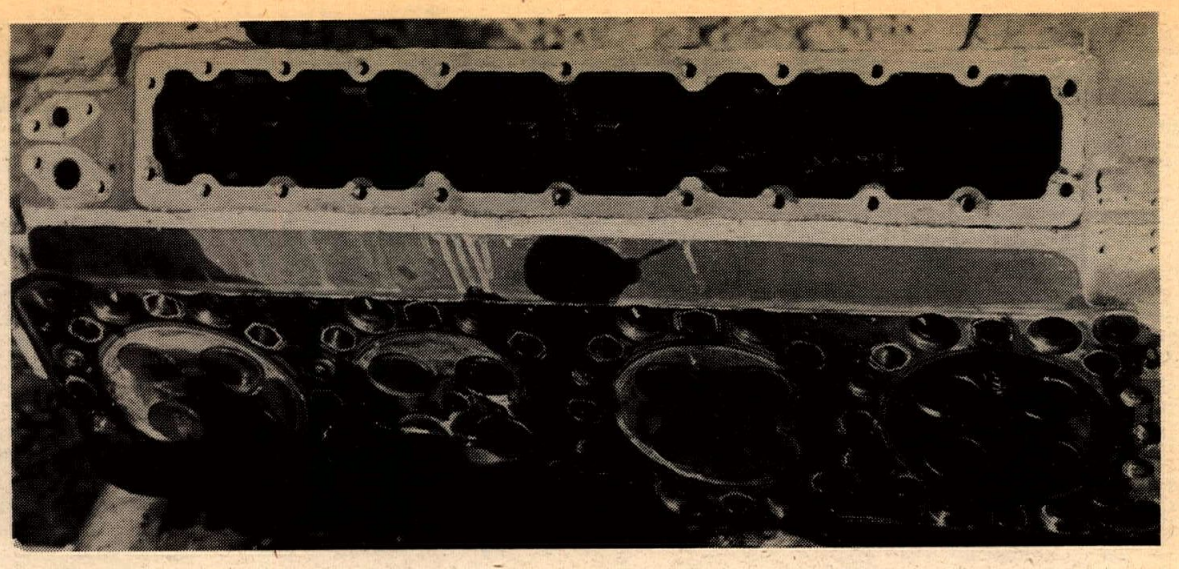
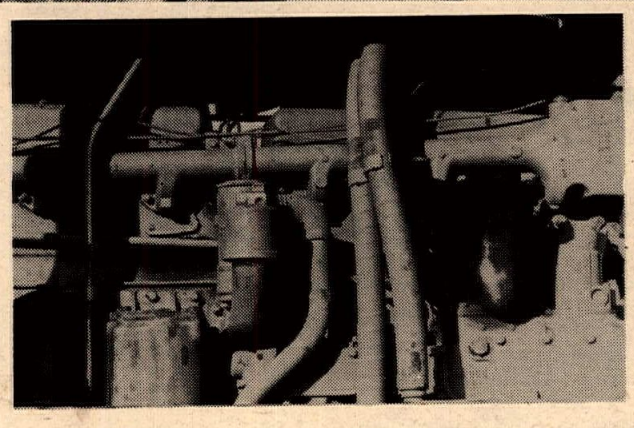




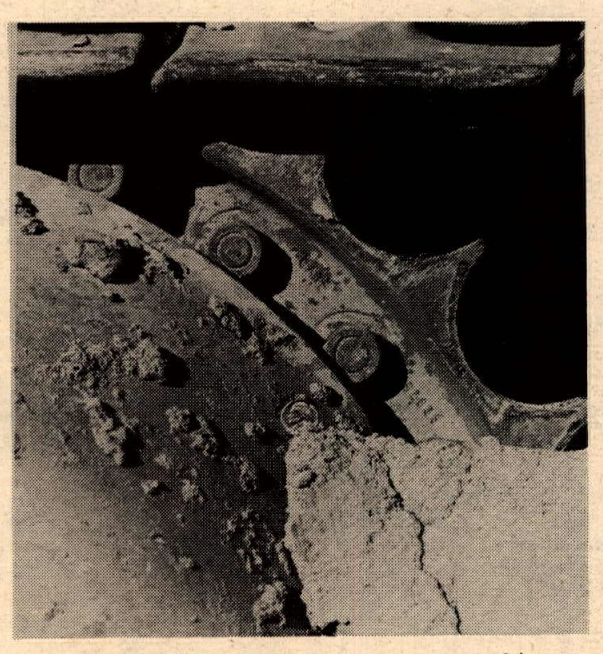


A host of technical advances are featured on the new Bulmotox. Clockwise from top left: The Ceriani-style forks are, without a doubt, the strongest in the industry. The DZR is the first production multi to feature four valve per cylinder layout. Prototype knobbies look to offer traction and long life. Water cooling won Daytona and Bulmotox has incorporated it into the DZR in order to offer the maximum reliability. Only problem experienced in this model has been slight oil leak, but the engine looks to be the essence of the machine.

THE FABULOUS BULMOTOX DZR

equipment places the enthusiast in the situation of being pursued by law enforcement personnel, it is a simple matter for the rider to select one of three reverse gears and effectively end any problem right on the spot. Additionally, no Bulmotox rider ever need fear a collision, long the nemesis of street riders. After riding a DZR, you get the feeling you are indestructible on the road. The factory leaflet dismisses worries about collisions as follows; "After all, if some nut wants to commit suicide by running into your Bulmotox DZR, that's his problem." This machine beats the upcoming Department of Transportation standards on motor vehicle safety by at least four years. It truly is a wonder of modern technology applied to the problem of keeping the enthusiast safe from the maniacs on our highways.

The seat is one of the most comfortable we have ever sat on. It is a throne worthy of the King Bulmotox! It could use a little stronger covering material though; the cover tore a little after the journalist from National Lampoon did an endo right into a thirty-seven story apartment complex. The machine suffered no other damages in the crash, except for a few red blotches and smears on the school bus yellow finish. Closer examination revealed that these blotches were not caused by rust or lubricant leaks. (We suspect vandals flung themselves out of the top floors of the building when we were not looking, and this obvious attempt by our competitors to sabotage our test scoop failed.)



Although a slight compromise in unsprung weight was required, Bulmotox felt that the longer life offered by steel sprockets more than justified the slight increase in weight. Chain is aluminum.

Just as Harley-Davidson offers an optional sunroof on its smaller models, Bulmotox graciously offers an interesting rain accessory: an armor plated canopy and roll bar combination to keep the rider safe and snug equally as well in showers, rockslides, and mortar attacks.

The DZR does not feature a horn, but we found that a good shot of throttle was all that was needed to get anyone or anything out of our way.

The Bulmotox DZR is without a doubt the most revolutionary machine to hit the dealer's showrooms in at least three days. It is the incarnation of everything a truly "expert" rider could ever want...power, performance that levels hills, reliability, race readiness, and comfortable seating. It is the technological apex of motor vehicle safety, and it is the shape of things to come after the recently announced government motor vehicle standards for safety. It is equally at home in forest or on freeway, and is particularly good for the enthusiast who likes to blaze his own trails.

It is especially fitting that Excello and Bulmotox announced the introduction of the DZR so soon after certain elements of motorcycling in California advocated joining forces with the timber industry in the land use battle. With the Bulmotox DZR on the scene, we foresee a new era of logger/motorcyclist cooperation in the quest for a more fun American.

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Sunday April 15th.

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Sign	8:00 to 11:30
Practice	8:30 A.M.
Time Trial	10:30 A.M.
Race Starts	1:00 P.M.

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Saturday April 14th.

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M.X. $450 Purse Semi-Pro
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Amateur Entry $6.00

Classes: 125 Beginner & Expert
250 Beginner & Expert
Open Beginner & Expert
Mini Beginner & Expert (Under 80cc)

33 1/3% Trophies
Silencers & Leathers Required.
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Race 1:00 P.M.

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Classes 125 & 250
Amateur Entry Fee $6.00

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125 Beginner & Expert
250 Beginner & Expert
Mini Beginner & Expert (80cc & under)

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FIANCHETTO

by Rod Stickler

Reports of the remarks of District 73 Competition Coordinator Arno Amanson have been seriously distorted, as this reporter found from an in-depth interview with Mr. Amanson a week ago last Friday evening. To preclude any possibility of error, Amanson was photographed in full-face, profile, and three-quarter views while standing some 12 to 15 feet SSE by S of the right-front corner of the officer's table at the regular District 73 meeting; the photos occupy frames 23 through 25, inclusive, of a roll of Ilford HP-4 film with expiration date 3/13/74, which is available for inspection by qualified parties.

The very controversial remarks made by Mr. Amanson were recorded on a dual-track Nagra recorder operating at 15 ips, using an optimum bias current of 60 mamp. Later, these tapes were analyzed by my old friend Grenshaw Cherf of the Western Radiometric Laboratories, who was able to make a positive voiceprint indentification of Amanson.

Content analysis of the remarks was performed by my old friend Prof. H.E. Tashleen of the University of California Rhetorical Research Facility at Tres Pinos. Despite what you may have heard elsewhere, the facts are these: on the evening in question, Arno Amanson said nothing.

Photo taken at D-73 meeting conclusively establishes that the controversial Arno Amanson was definitely not present. Where was he?

SQUARE SHOOTIN'

by Chungo Carmona

This column has been absent from its usual slot for the last three weeks, if you've noticed, which you probably haven't, for we've been out on the road recently combining the pleasure of long-distance touring on a sleek, powerful, semi-customized Honda 90 with the hum-drum business of extending at least one tentacle of the Psycho Nudes empire into every cranny of the literate world.

It's a bit difficult to carry a high-speed web-offset press on a Honda 90, but well worth the effort. After three weeks effort, we're happy to report that new editions of PN have been set up to bring quick, accurate, entertaining motorcycle news to the residents of Northern Canada, Portugal, Besso-Arabia, and Uruguay...all hotbeds of motorcycling.

We were misled by the initial marketing survey, though, in one area. On on-the-scene check of the Westerville, Ohio region showed that there is nobody there who wants to learn anything about current biking activities. 99% of the population of Westerville wants to hear nothing at all about bikes, and the other 1% already knows everything there is to know on the subject — having learned it all in 1912 — so our plans for a Westerville Edition were scratched.

Stumblin' Around

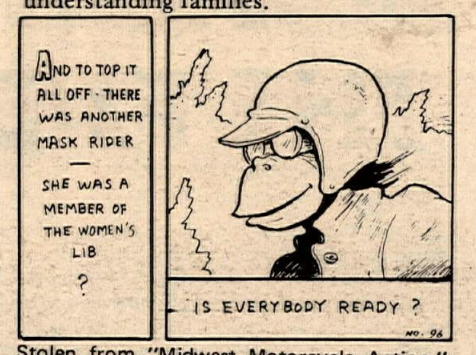
by Monica Harmonica

Bikies are just the swellest, neatest, nicest people around, but what has to be said, has to be said, so I'll just have to put on the old chain mail and climb up on the old egg-crate again and say this right out, no matter how many letters come in. At several recent desert events the standard of deportment and personal neatness seems to be slipping, slipping, slipping.

Maybe the men-type riders can get away with a little sloppiness in dress, but really girls, a Ms. rider should preserve her feminity even if it takes a little effort. Would you believe that three of the softer sex showed up at the BLM Barbecue and Cookie-Fry last Sunday with *unshined* Full Bores?

I know there's going to be a lot of irate mail about this, but it's true, and I saw it myself. I won't name names, at least not just now but be warned. How are we going to preserve our image if we stumble around in scruffy sandles?

Well, it's time to climb back down off the old egg-crate now, but I just had to have my say. A sport as good, clean, pure, and wholesome as motorcycling needs participants who are good, clean, pure, and wholesome, and it's up to us girls to set a good, clean, pure, and wholesome example for all the rest of the members of our happy, warm, close, understanding families.



Stolen from "Midwest Motorcycle Action," "The Adventures of Rookie," by Richard Hogan (a swell, thorough bizarre, cartoon series.)

Editorial Opinion and Blah, Blah, Buzz, Bzzz...

----------*All the POOP*---------

from
PooPoo Pa-Doo

American Honda denies it. Oriental Honda makes inscrutable noises. All the Honda dealers back from the convention in Rio de Janeiro have grins on their faces like egg-sucking mules, so our tip must be true: the new 1000cc road bike will have shaft drive...to the front wheel. The seven cylinder engine will be mounted longitudinally behind the rear wheel. Yamaha, can you top this?

* * *

Jackie Who left Team What to join forces with Brand X for a contract rumoured to exceed seven pages of fine print. What's What going to do now?

* * *

Desert No. 974L is a promising young rider to keep your eye on. At the Desert Devil's Latvian Scrambles last week, Ol' 973 borrowed Poo Poo's precious Wildebeest ATMXRR mag-puller and promised to return it, but nobody kept an eye on him, and nobody's seen him since. Oh, well. Even Poo Poo can boo-boo.

* * *

Jingoistic easterners say, "We don't care how the hell they do it in California", but the local lads, it seems, have lost all their pride, if not their senses. The recent SoCal-craze for flying four foxtails on the turn-signal brackets is rumoured to have been inspired by a 1947 Indian found in an Idaho barn and shipped intact to the coast for restoration. Looks like this'll be the most kinky fad since dummy shortwave antennas on Bell Stars. Hot Bunz! We knew those turn signals were good for something.

* * *

"Now I'll just screw my head around half a turn and I'll be all set." — Schoonmaker Photo.

Questions You Never Asked

by Larry Heller

Q. A friend of mine, a school teacher named Bartholomew, up one day and bought a Harley. At first he rode it to school as he said, "for transportation." Then he began to do crazy things, like wait until the last light in the last house was out at night, then roar down Main Street like a freight train. One of his fun pasttimes became to hide behind old Mrs. Grady's cherry tree, and when she came out for a breath of air before retiring, rev up his engine, sending her three feet in the air. As I sit writing this, he is standing naked on the seat of his cycle, circling the block and the constable is chasing him. How can we set things right?

A. You said Bartholomew is a teacher. Maybe one of his students tied him in a chair and tickled his bare foot until he sprung a leak. These things happen, you know. Tell old Mrs. Grady that if she knows he's behind the cherry tree, she could set a bucket of water on a shaky limb, or something. And why is the constable chasing Bartholomew around the four corners? Tell him to wait and the cycle will run out of gas. There. We've solved your problem!

Q. Last Christmas this lawyer down the street hung his cycle over his door with Christmas lights on it. Isn't that odd?

A. If he wants to plant it and see if it will grow, we don't think it is any of your business. It is people like you who start wars. Don't write us again.

ANARCHIST ARCHIVES

by G. J. Krawl

The baying wolves, squealing jackels, hungry hyenas, and scabrous salamanders slavering for the surpression of cycling have struck again, this time in Montana, where the crows and magpies of that great state's Legislature have voted out of committee a bill that would have the effect of prohibiting motorcycle 'riding inside the State Capitol Building during months when the Legislature is in session.

The situation is not unlike that described in the Meditation of Lucius Caius Agrippa (microfiche copies available by mail from the Curator of the Vatican Library), who described much the same events in the Roman Senate in 312 A.D.

We must not accept this outrageous burden lying down, as advised by the many maundering minions of masochism, palpitating purveyors of pusillanimous palliatives, and quixotic quacks who would quash our rights. We must try to understand the renegades, hidden traitors, and scabs who demand closure of the Montana State Capitol Building for fully six months of the year, strike at their weaknesses, and gain a reasonable compromise tolerable to all sides.

One reasonable compromise would be to prohibit motorcycle in the Montana Capitol only during those actual hours when the Legislature is on the floor of its chamber. During off-hours, there is no justification for denying motorcyclists access to the many pleasant riding possibilities within this famous old building.

THIS SPACE RESERVED FOR YOUR WANT ADS

LESS from Das Kapital

by Rusty Sanborn

Thanks to the flood of mail you directed to the office of Assemblyman Z'lch we were able to work out a behind-the-scenes compromise amendment to Z'lch's AB299 that, in its original form, would have castrated the adult male rider of any motorcycle, any time, any place, under any circumstances.

Z'lch, responding to public pressure, has agreed to delete the word "castrate" and to substitute the much less offensive term "sterilize."

Progress on the Chapman Bill (AB 1344) is not as rapid as we had hoped for, but co-sponsors are slowly being gained. The Chapman Bill, as described in previous columns, would stimulate the economy by fostering the development of a domestic motorcycle manufacturing industry.

Given American mass-production methods, this requires an increase in the size of the motorcycle market to provide sufficient volume production. AB 1344 would request Washington to remove all tariffs on imported motorcycle for a period of ten years, beginning in 1974. The loss in federal revenue would be made up by multiplying the import duties on backpacking equipment by a factory of 25, although that estimate is subject to revision in the light of additional experience with the program.

To support the Chapman Bill, write directly to your own Assemblyman and State Senator. The outlook is good with enough mail.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or C & S Publishing Co. Qualified readers wishing free and equal rebuttal space should contact the Managing Editor.

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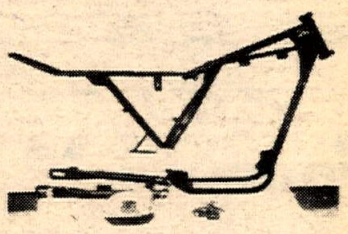

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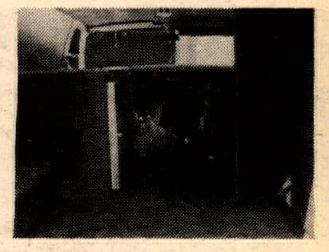

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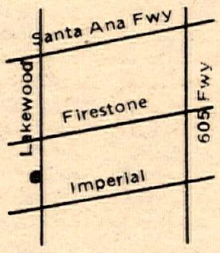

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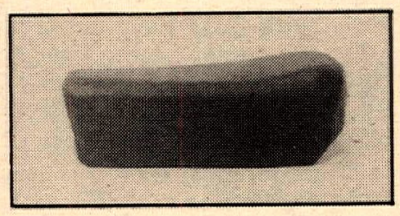

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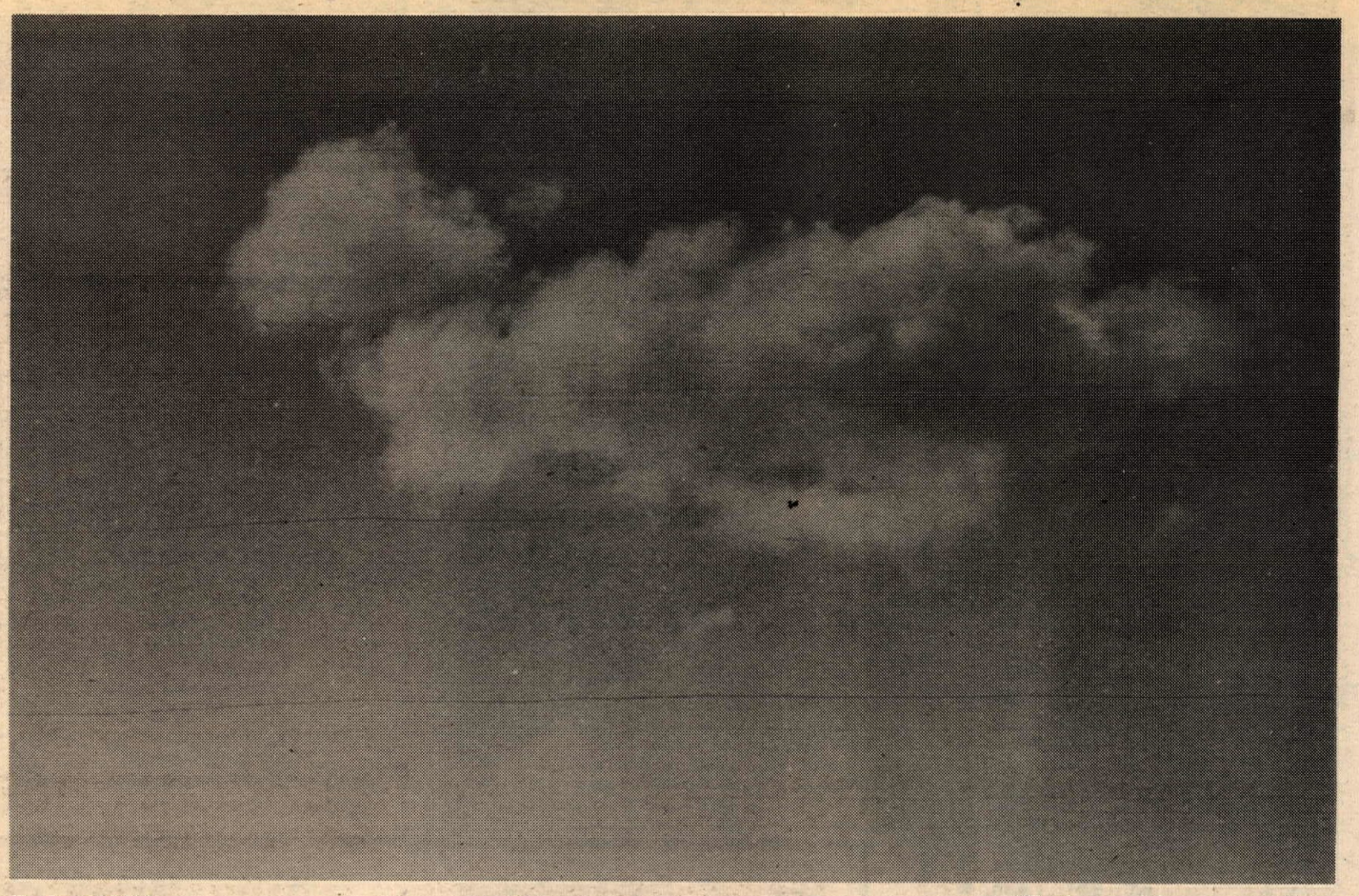
Rain Fails to Materialize at Podunk



Weather conditions were excellent.

Podunk MX

by Irma Grasscatcher

PODUNK, CAL., Apr. 1, 1973 — The weather was excellent today for the Podunk MC's third motocross of 1973. Although the weatherman had announced a ten percent chance of rain there was only one cloud in the sky. It came along about 2:20 P.M. from the southwest and never got closer than about half a mile. It disappeared about 4:15.

There was a little wind that could sometimes be felt but it didn't seem to bother anyone but Mrs. Chickenfeet who said that one of her paper plates had been blown away. A fifteen minute search was unable to turn up the missing plate. Although the sun shone all day, the temperature was just right for racing if you only wore leather pants and a ventilated jersey. At 9:15 A.M. Jeb Hinsdale's truck radio said that the temperature in Podunk was 64 degrees (Farenheit), but the weatherman might have been slightly in error because he thought it was going to rain as mentioned above (10%).

The sun seemed sufficiently warm and Jenny Farkleberry said that she has the basis for a good tan that she hopes to develop through the coming racing season if the weather remains this way (warm with sun). Unfortunately we missed the afternoon weather report, but we will have it in the next story. It really is nice out here in the beautiful Podunk hills and with the winds blowing the way they were today, the smell of the sewage treatment plant across the road is hardly noticable at all. Come on out to Podunk raceway. As we say, "Try it, you'll like it."

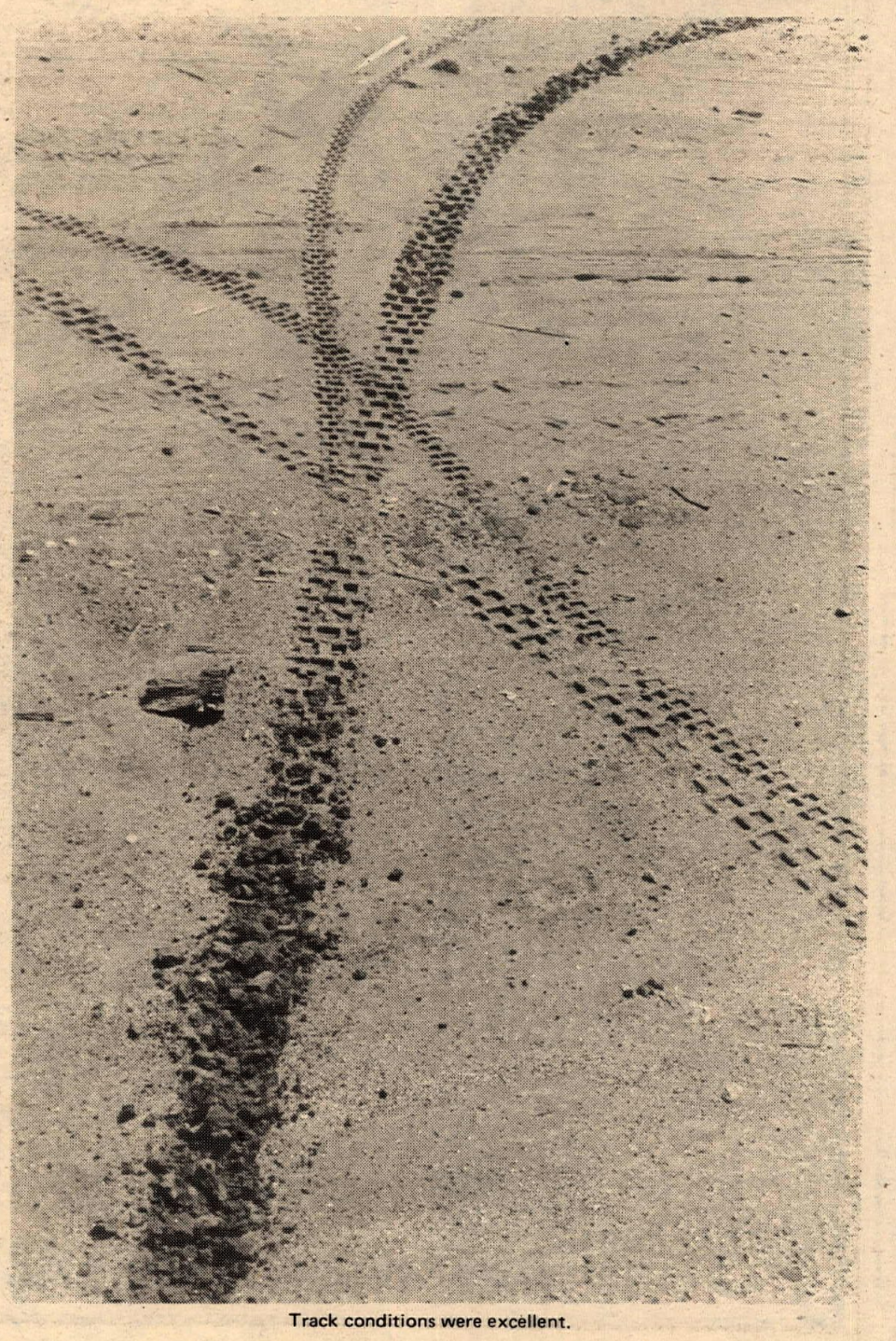
Track conditions were excellent with lots of dirt to ride on. One nice thing about the track today was that cows don't seem to have been in the area as much so falling wasn't quite the hazard that it sometimes is. However, this meant that the track wasn't as well watered as usual. Dust wasn't a problem, however, because all the riders wore goggles. Everyone felt the track was well prepared and one rider was heard to remark, "Sure is a safe track," as they put him in the pick-up to take him to the hospital. The sheriff said that this was the last race we could run without it, so we will have an ambulance next time.

The event was beautifully run with the first thirty minute moto of the minis six inch wheels, under four years, up to two horsepower, less than three races class being flagged off exactly at 5:45 A.M. as scheduled. The event was a real crowd pleaser. These little guys (and girls, when any enter) really try to "get it on" (as they say, I think) and turn in lap times that sometimes approach those of the up to three horsepower minis. The event was given an extra bit of excitement when little Ike Grasscatcher (Briggs & Stratton) who was leading by three laps, ran off course and got lost. He was found over in Mr. Lentil's pig pen, stuck in the hog wallow. Fortunately, it only took 15 minutes to find him, and he was able to reenter the course where he ran off and retain his lead, although it was cut to a lap and a half.

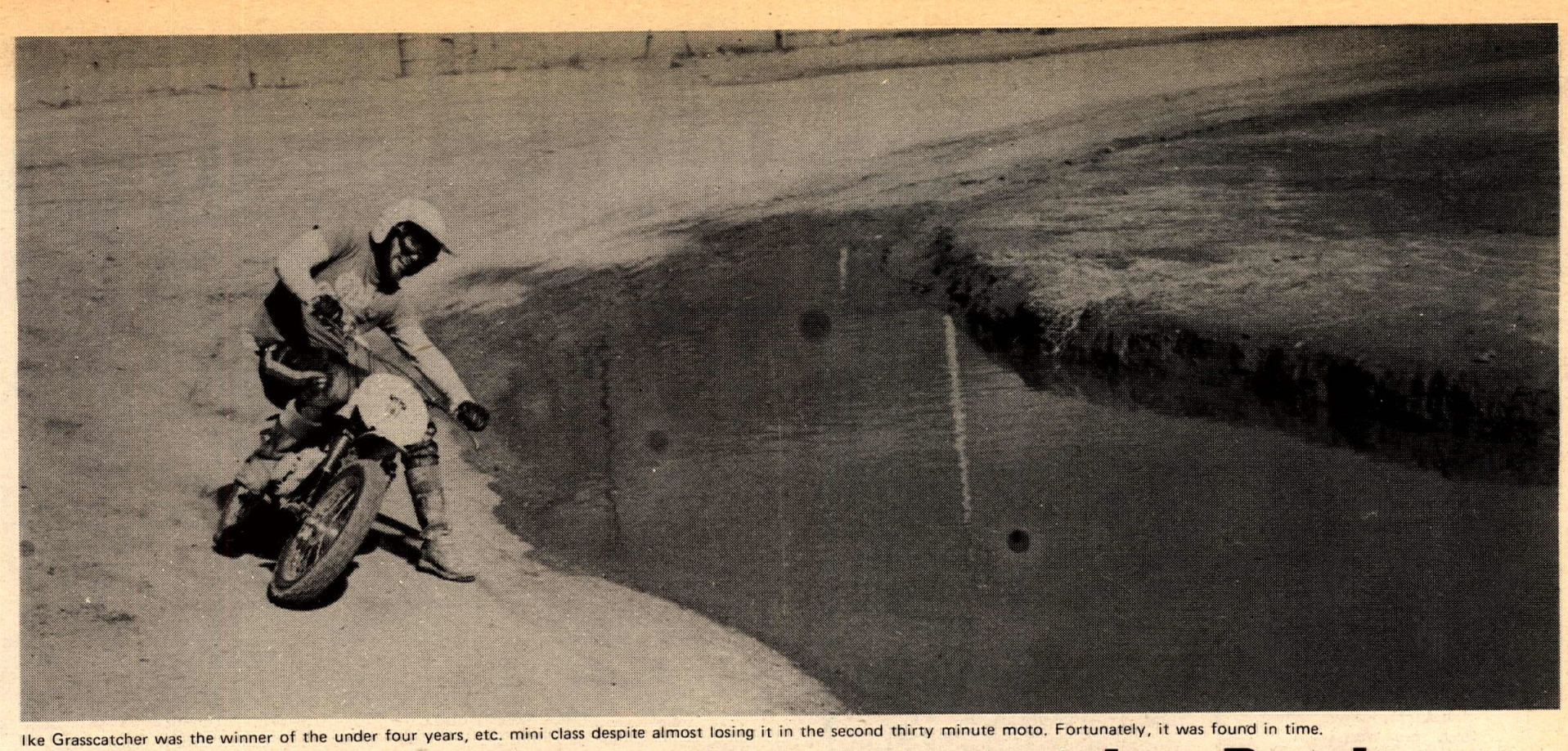
The other 23 mini classes were run without incident except when Inky Grasscatcher got his bootlace caught in the centrifugal clutch and lost his leg. His dad was on hand and got the kid shaped up and back in the race to garner the second place trophy. The parents deserve some recognition, too. They are right out there to back those kids up every inch of the way and really suffer when Junior lets them down.

Moving right along, we come to the *big* bikes, the 100cc first day under six, over four feet tall, have seen a race, carb smaller than 20mm class. Isaiah Grasscatcher nailed down this one with a clean sweep. Although he was the only entry, he was riding as though a pack of 400's was on his tail. Nice ride, Ize.

In the powder puff class it was "Mean" Irene Grasscatcher doing it to the girls. That little tramp Susie Mae Dimwiddie had the lead briefly through motos one and two, and it looked like she might win it until she fell on the last



Track conditions were excellent.



Ike Grasscatcher was the winner of the under four years, etc. mini class despite almost losing it in the second thirty minute moto. Fortunately, it was found in time.

Farrenby Squeaks After Grasscatcher Breaks

lap when she tangled with the number two rider. A screwdriver was found in her front spokes, but she is expected to be released from the hospital in time for Christmas. We were all glad to see Irene get up and take the victory with a 2-2-1 finish. Despite her broken back, Susie Mae was a bad sport enough to get up and finish. Fortunately she came in fifth, dropping her to second.

The 125 Novice class was dominated by Irving Grasscatcher, Jr. who never looked back as he powered to a 1-1-1 sweep of those other turkeys. A post-race protest of the winner was disallowed by the president of the club, Irving Grasscatcher, Sr., who was quoted as saying, "I don't think he was running a 501, and even if he was, it is riding ability that counts." This is certainly true on this two mile course with its 7/8 mile uphill straight and three demanding turns.

The highlight of the day was the Open Amature class which was led all the way by Isaac "Ironman" Grasscatcher who just recently moved into this new Amature division. When the flag fell Ironman shot into the first turn and was never headed as he powered his Harley to the flag out of sight of any competition in all three motos. If anyone else ever decides to run in this division, they had better be careful, Issac says he's going to sell his Hydra-Glide and buy a new Sportster. Watch out!

A lot of people asked me to mention the 250 Expert class, so I will, although it didn't seem very interesting to me. John Farrenby was the winner here aboard his Triumph although he didn't do a very good job of it and almost lost the win with his poor riding on the straightaway. He also got bad starts and had to make up for it by riding way over his head and thereby endangering the lives of all those of us who were forced to watch. His only real competition faded when Ivan Grasscatcher's CZ fouled a plug at the start. Ivan was quoted as saying, "Of course I could have beaten all those squids if my bike had kept running. That spark plug has worked for six years and there was no reason for it to quit now except for that crummy Commie machine. I'm going to sell it and get a good American machine like my little brother. Then I'll dust them off for sure." Anyway, Farrenby squeaked through with a bare 2-2-1 victory. Second and third places went to some guys who I think were first time Experts because I haven't seem them in this class before. Roger DeCoster was second and Brad Lackey was third.

The race was perfectly organized and all the events were finished by 9:15 P.M. when the guy who owns the pasture found us there and kicked us off. Our next race will be held on April 31 and will determine the world championship. Ira Grasscatcher looks like the one to watch for in that since he just got a new Honda 750 which, I understand, is an American bike. Come on out for some more of this action-packed sport. Remember, it takes steel bolts to ride motocross.

J.C. AGAJANIAN'S

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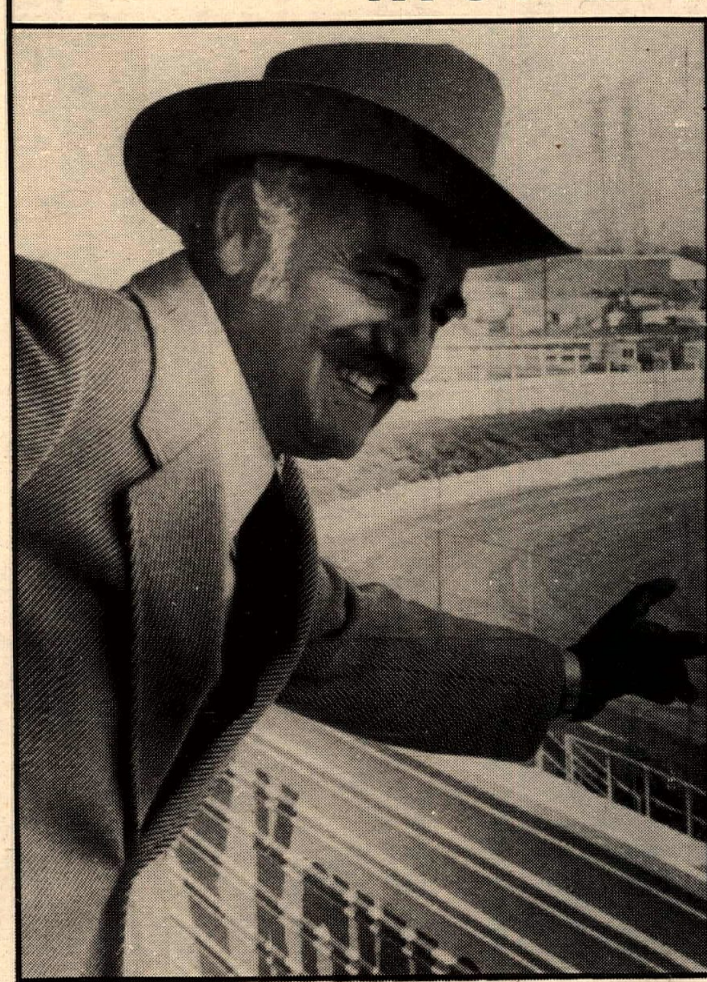

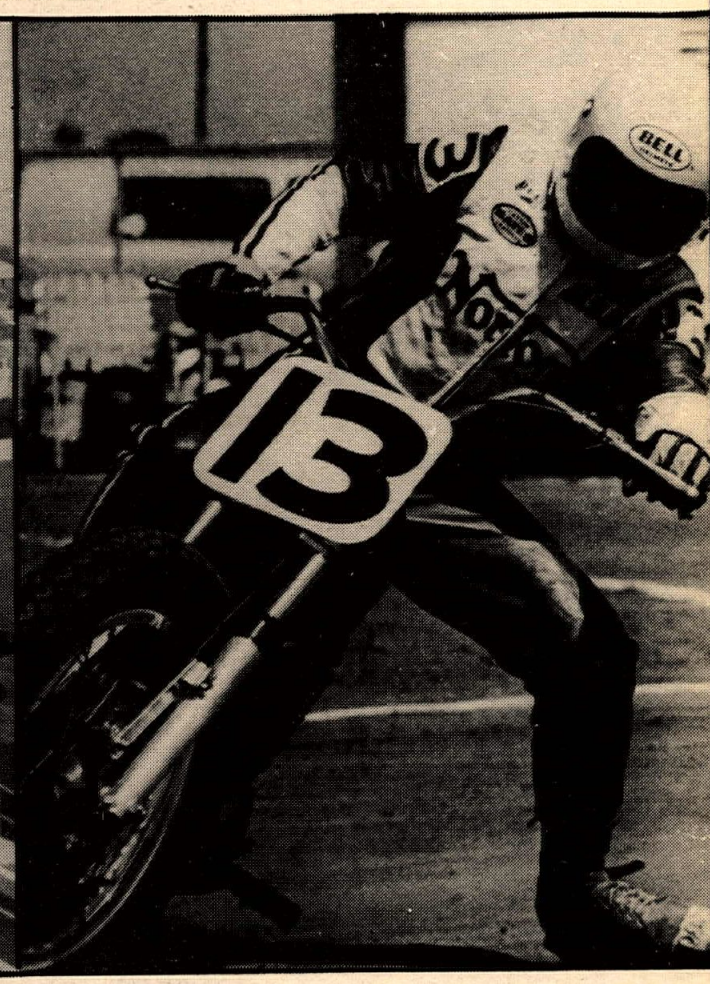

'Home of the National Numbers'

FRIDAY APRIL 6

FIRST RACE 8:30 P.M.
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T.T. Races April 21 – May 12 – May 28

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Photos by John Huetter and Art Friedman.

KILLER HONDA

The Great Cycle News Project Bomb!!!

by Art Friedman

Beyond the craziest creations of Bob Braverman, stupider than "Dirt Bike's" latest stupid project bike, even past the wildest pipe-dream of Gordon Jennings, there lies Something More.

The Ultimate Motorcycle must be all things to all people. It must be cheap, available, comfortable, reliable, ecologically conservative, handle and stop well, and be a step-through. It must be able to dust off Brad Lackey's prototype Kawasaki on a motocross course and then turn around and suck the plastic doors off a Corvette. It has to be a four-stroke so that it sounds right. Above all, it must look good; a seventeen inch front wheel and springer front forks are imperative.

Although somehow overlooked by previous motorcycle deviators, the choice is obvious: a Honda C-102. Therein lies the obvious base for the Cycle News project bomb, Killer Honda. The only possible alternative was a BMW. That project would have involved installing a supercharger in place of the generator and creating a sleeper. The generator is mounted next to the air intakes, and a supercharger installed in there would be invisible.

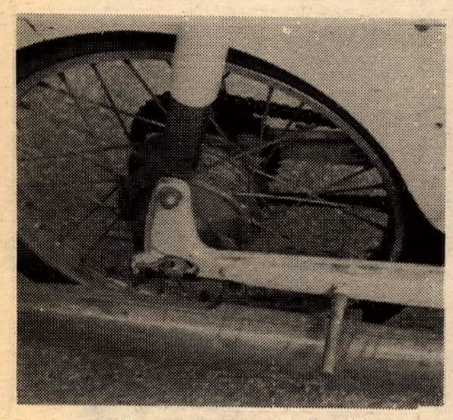
However, the Honda offered a better base. It is lighter which offers more performance from available horsepower and will improve handling. It already has a host of unbreakable plastic components such as the front fender. The center of gravity is very low due to the horizontal engine which incorporates an electric starter for greater ease of starting. The massive frame is an ingenious combination of a massive backbone and monocoque components. Finally, there are an incredible amount of bolt-on accessories for the already potent Honda engine and getting a given amount of performance out of it simply requires that you spend enough money and time.

Without making any nebulous claims about horsepower, we will say that we anticipate quarter-mile times in the low 11's and a top speed approaching 140. While these goals may not seem too ambitious, it should be remembered that we intend to obtain them without sacrificing anything in the way of comfort, tractibility, or reliability and that we intend to improve handling, both on and off the road, and braking.

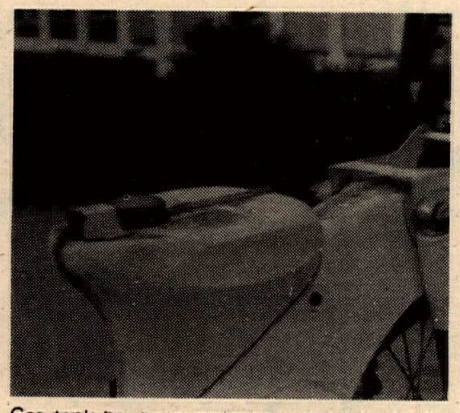
As the Killer Honda project progresses we will keep your posted. That will give us a chance to plug all the companies that give us freebies. We expect to bring to light and prove some rather startling theories in the process of the project.

But the best part of the Killer Honda project is that you can win it. When the project is complete, some bored staffer will think up a contest that will enable some lucky turkey out there to win Killer Honda for his very own. Although it will be necessary for the winner to devise some way of getting papers for the machine, we are sure that it will be well worth the pleasure of owning this one-of-a-kind Ultimate Motorcycle. Should the project fail, we will simply follow an established precedent and burn down the garage where it is kept.

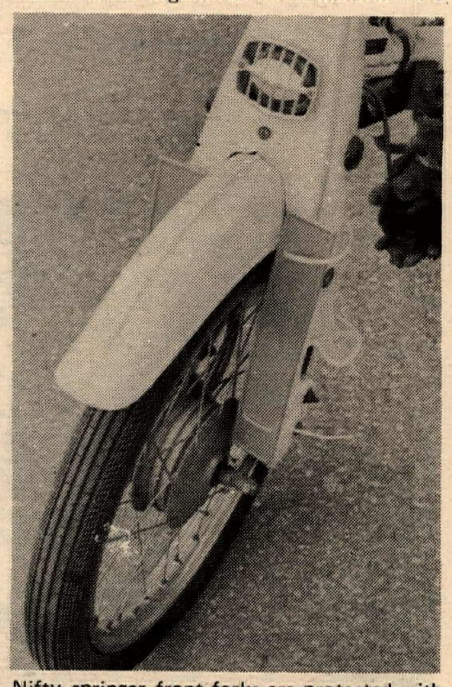
We aren't going to do it twice, so keep watching.



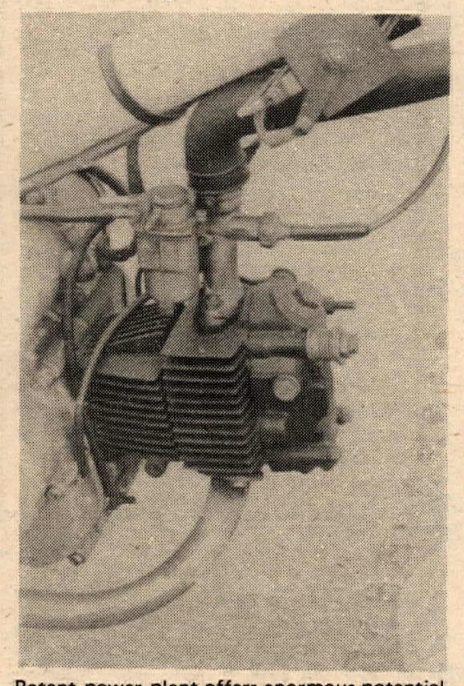
Square section swing arm aids handling.



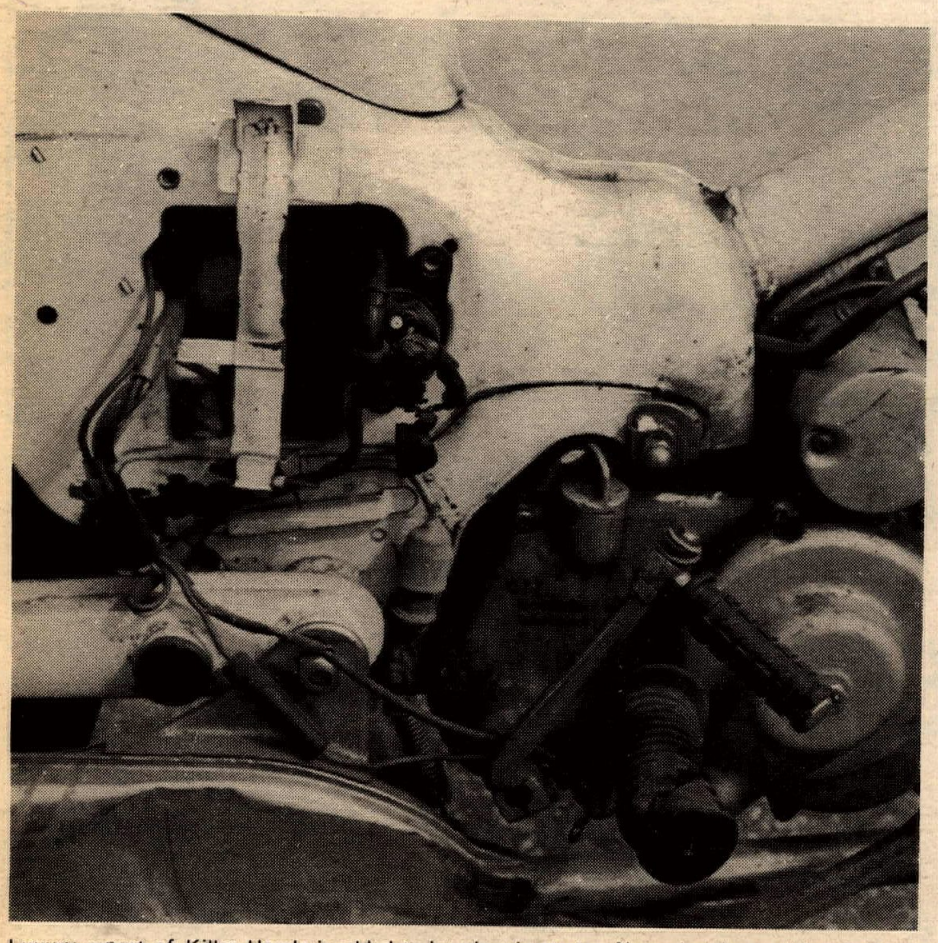
Gas tank has been replaced with trick plastic item.



Nifty springer front forks are protected with Preston Petty fork protectors. Note plastic fender.



Potent power plant offers enormous potential for bolt on modification such as the washers added to cylinder head bolt to increase cooling.



Luxury aspect of Killer Honda is added to by electric starter. Note also the total loss ignition system.

Handling at high and low speeds both on and off road is excellent. Universal type tires are part of the reason.

Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY
MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

FIRST & THIRD SUNDAYS
Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy I-15. Take Minneola offramp. Limed. 8am sign up. 10am race. $3.25 ride. $1.50 and 75¢ watch. Primitive camping. Fishing. For info, call 714/252-2070.

EVERY SUNDAY
Motocross Seaview Cycle Park, Salton Sea, Calif. From Indio take Hwy 111 toward north shore; left on Cleveland St. All classes enter $3.50; watch $1.50. 2 ft. super gold. Free Camping. Info: 714-347-3185.

EVERY SUNDAY
Motocross racing at Arroyo Cycle Park. Gates opens 7 a.m., practice 7:30, race at 9:30. Call 714/887-2714 for information.

EVERY SUNDAY
Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

USMRC EVERY FRI. NIGHT
El Toro Speedway. USMRC Required ($5). Cash for Experts. Trophies for Juniors and Intermediates. Pit Gate opens at 5 P.M. Practice at 6 P.M. First Race at 7 P.M. Further Info.: (714) 621-3264, (714) 830-8050, (714) 629-0987.

NATIONWIDE CALENDAR

March 31

ISDT QUALIFYING, two day qualifying trials, Fort Hood Dirt Riders PO Drawer A, Fort Hood, Texas, 76544.

AHRA FUEL AND GAS DRAG BIKE NATIONAL, Beeline Dragway. $4,600 purse Scottsdale, Ariz.

April 1

AMA NATIONAL ROADRACE, Dallas, Texas, $25,000 purse.

RED GARTER NATIONAL ENDURO, Dirt Diggers. 125 mi Randsburg, Cal.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Sligo, Kentucky. $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Ariz. $3,000.

April 7

ISDT QUALIFYING, two day qualifying trials. Midwest Enduro Team, Potosi Stump Jumpers, 106 E. High St., Potosi, Missouri 63664.

April 8

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Washington, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. San Bernardino, Cal. $1,800.

AMA PRO HALF-MILE, San Jose Fairgrounds, San Jose, Cal. $1,200. Start: 2:15, watch $4. 295-3050.

April 15

AMA NATIONAL ENDURO, Toledo, Ohio. 100 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Bloomington, Indiana. $2,000

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Santa Maria, Cal. $1,800

April 22

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Butler, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Livermore, Cal. $1,800

April 29

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Medford, Oregon. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Canal Fulton, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lawrence, Kansas. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Whitney, Texas. $1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind. 150 miles.

AMA NATIONAL ROADRACE, Ontario, Cal. $25,000 purse.

AMA NATIONAL MOTOCROSS, Hialeah La. $5,000 purse.

AMA NATIONAL MOTOCROSS, New Orleans, La. $5,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Laurelville, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Portland, Oregon. $1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle Activities Club, Box 652, McMinnville, Ore., 97128.

May 13

HALF-MILE, San Jose, Cal. $12,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Youngstown, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Puyallup, Washington. $1,800

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

AMA NATIONAL MOTOCROSS, Memphis, Tennesse. $5,000 purse.

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

★ INDIAN DUNES ★
MOTOCROSS
APRIL 1
Beginners, Novices & Old Timers. Special Class: 30 to 40 years old.
40 %
TROPHIES
★★ Same Day ★★
April 8 Osteen's
To: P.O. Box 174 Newhall, Calif. 91321
For Info. Phone: (805) 259-8007 (213) 362-2515

A.M.E. INC. AMERICAN MOTO-CROSS ENTERPRISES
INDIAN DUNES
SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
100% PAY BACK TO SENIORS
Mar. 31 — Shad-Glen Track*
Apr. 7 — Shad-Glen Track*
Apr. 14 — International Track*
*Series points earned
Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post entry fee to new members that join at track. $7 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.
MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

DOUBLE CROSSERS A.M.E. INC. AMERICAN MOTO-CROSS ENTERPRISES DOUBLE CROSSERS
CARLSBAD
SATURDAY MOTOCROSS
Trophys ALL Classes
Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle — Old timers — Powder Puff
April 7
April 14
April 21
April 28
Silencers Mandatory, All classes. $5. Mail — $7 Post, A.M.E. membership required. Yearly points earned every Sat. No post entry fee to new members that join at track. Gates open 6:30 practice 8 first race 9am.
MAIL ENTRY TO
Double Crossers MX
1313 W. Jacaranda Place
Fullerton, Cal. 92633
(714) 525-2163

TAKE IT OUT AND PLAY WITH IT

★★★
American Moto Cross Club Inc.
FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT
Presents
Apr. 1 — Arroyo
Apr. 8 — Saddleback
Apr. 15 — Carlsbad
WRITE FOR FREE INFO PACKAGE
Bike must have SILENCERS and 3 NUMBER PLATES. AMC membership required. Gates open at 6:30 A.M. Race starts 9:00 A.M. Entry by advance mail $5.00. Mail entry closes 2 days before event. Post $10.
P.O. Box 663, El Toro, Ca. 92630

CRC california racing club
membership not required

motocross
Trophies to 40% of entries awarded same day. Results after each moto. Gate open 7:00; Practice 8:00; first race 9:30.
SUNDAY MX
April 1
De Anza
April 8 — Rawhide
April 15 — Indian Dunes
April 22 — Carlsbad
EVERY SATURDAY MX AT ARROYO
Mar. 31
Apr. 7
Apr. 14
NO MAIL ENTRIES FOR MOTOCROSS

desert
EUROPEAN SCRAMBLES
APRIL 1
ARROYO CYCLE PARK
40% Trophies
Beg., Nov., Int., Ex., Young, Old, Powder Puff, Mini
NO MEMBERSHIP REQUIRED.
ATTENTION
CRC Membership Point System
The second Four Month Membership Points Program will begin soon.
Join now and compete for the top CRC competition number and a super 40-inch number one rider trophy.

grand prix
DEADMAN'S POINT
APRIL 15
100% FINISHER TROPHIES
Top 10% Receive Championship size trophies.
Mail Entry $8.00. Send two self addressed stamped envelopes to CRC, 6625 Dorinda, Riverside, CA 92503. Entries Close Apr. 7.
Post Entry $10.00
Spectators $1.50
Concessions, FREE Camping, Ambulance
SEE THE WESTERN SHOOT-OUT AT HIGH NOON

BEGINNERS - SCHOOL BOY CLASS (under 16 yrs old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF
CRC (714) 688-1291 (213) 830-7519
6625 dorinda, riverside, california 92503

TUESDAY, MARCH 27

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, MARCH 28

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

SPORTSMAN SHORT TRACK, Dallas International Spdwy, Dallas, Texas.

THURSDAY, MAR. 29

AMA PRO SHORTRACK, Dallas, Texas.

FRIDAY, MAR. 30

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNIEVEL JUMPS, at the Michigan State Fairgrounds, Detroit, Michigan.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex Sign: 4:30, prac: 6, race: 7. 714/830-8050.

MAR. 31st & APR. 1st

CORONA GRAN PRIX, Corona Raceway, Corona, Cal. On a new 4 mi course. All kinds of festivities and falderall. 100% payback to Srs., 100% trophies.

MOTOCROSS, 2300 S 5600 West, Salt Lake City, Utah. Nov on Sat. Am/Ex Sunday. CMA 100/125/200/250/Open.

SATURDAY, MAR. 31

DRA BAKER TO VEGAS HARE HOUND, Beg/Nov. Post entry: $20. No more mail. Nov start: 9am, Beg: 9:30, limed from Baker, Cal.

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

MARATHON, Fremont Rcwy, Fremont, Cal. Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: $6, watch: $1.50. 415/327-4461 or 961-5807..

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

3rd ANNUAL MOTO-CRAWL, Crested Butte, Colo. Starts: 4. Write: CBMCA, Box 182, Crested Butte, Colo. 81224. 303/349-5308.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

SUNDAY, APRIL 1

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. $2.50 ride or watch. 209/537-6206.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prace: 7:30, sign: 8:30, race: 9. 100% back to Srs.

CRC EURO SCRAMS, Arroyo Park, Devore, Cal. 40% trophies. Beg; Nov; Int; Ex. No memb. Young; Old; PP; mini. 714/688-1291.

MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. 100% payback to Sr. plus 10% bonus to 1st overall each class. 40% trophies same day to Beg, Jr, PP and minicycles. Enter 12-4 Sat, Sun 7-8:30. Mini $5: Beg; Jr; PP $7. Sr. $10. Info: (213) 980-1143 or (805) 529-9546.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

MARATHON, Santa Clara Fairgrounds, Tully Rd. off Hwy 101. Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: $6, watch: $1. 415/327-4461 or 961-5807.

CRC MOTOCROSS, DeAnza Park, 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/830-7519.

CMA MOTOCROSS, Seaview Park, Salton Sea, Ca. From Indio take 111 toward N. Shore left on Cleveland St. Enter: $4, watch: $1.50. Prac: 7:45, race: 9. 714/347-3185.

TRANS AMA QUALIFIER, Arizona Cycle Park. Starts 12 noon. $3,000 purse.

MOTOCROSS, right off Lamoille Hwy, 1 mi S of Elko, Nevada. Start: noon. Enter: $4. Knights MC. First of 2 race series. 702/738-7733 or 6293.

MOTOCROSS, Barstow MC, Lake Delores, Cal. Sign: 7:30, prac: 8, race: 9. Enter: $3.25. Swimming and camping. 18 mi E of Barstow, Cal. on Las Vegas Fwy, take Minneloa Rd. off ramp right to Yermo Rd left on Yermo to Coyote Lake Rd., left 90 over Fwy to Hacienda Rd.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

TT SCRAMBLES, Corona, Cal. Sandak Racing Assoc.

D-37 MOTOCROSS, Elsinore, Cal. Jackrabbits MC. Prac: 7:30, race: 9. 25% trophies. Mail $5 to Art Porter, 147 W 234th Pl., Carson, Cal. 90745. Post: $8. 213/549-4129.

ACE MOTOCROSS, Indian Dunes. Beg/Jr 40% trophies same day. $5 mail, $10 post to Box 174, Newhall, Cal. Minis/Oldsters. 805/259-8007 or 213/362-2515.

TRIALS, Scottish 4th Annual SDTR, Four Corners Park, Barona, Cal. Enter: $4, Sign: 7:30. 10th St, limed from Barona, 8 mi to 4 Corners. Mufflers and arrestors, Camping.

MOTOCROSS, somewhere btwn Salinas and Gilroy on Crazy Horse Cnyn. Rd. Riders Unltd. MC. Mail: $4 to Riders Unltd., 622 Cree Dr., San Jose, Cal. 95123. Post: $6. Sign: 7, prac: 7:30, race: 9. 408/296-1371 or 379-7224.

MOTOCROSS, Deadman's Point, Apple Valley, Cal. Open: 7:30, race: 10. Gate: $2, enter: $3, Sr: $10 & 100% back. 714/247-7473.

PONDEROSA HARE SCRAMBLES, Greyhounds MC, 15 mi E of Lancaster on Ave J. Start: 10am. 50% trophies. Drawing for helmet. 213/367-2907 or 324-4747.

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg/Nov/PP/Mini. Sign: 7, race: 9. $6 post. 921-5466.

ACE MOTOCROSS, Indian Dunes. Sr: $10 post. Others: $5 mail to 28700 Henry Mayo Dr. Valencia, Cal. 91355. $8 post. Int: 50% cash, Sr: 100% cash, 40% trophies to others. 9:15. 805/259-8000.

D-37 HARE & HOUND, limed from Red Mountain, Cal. Points, pins, Rescue 3. 2/40 mi loops. Trail Nov 1 loop. Start: 10. Enter: $4.25 plus BLM. Invaders MC 213/766-5737 or 981-7781.

NATIONAL RED GARTER ENDURO. $7.25 plus 1 for each team memb. 213/988-1084. Not street legal, no spark arrestors. Located near Randsburg.

CMC OREGON HALF-MILE, Fox Hollow, Woodburn, Ore. Turn East at stoplight on 99E in Woodburn, go 2 mi to Elliott Prarie Rd, turn left. CMC license, silencer and 3 plates. 503/634-2612.

AMC MOTOCROSS, Arroyo Park, Devore, Cal. (part of the win a trip series). $5 mail to AMC, Box 663, El Toro, Cal. 92630. Post: $10. AMC memb.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

TECATE 500, starts in Tecate. It's an Enduro. $30 entry includes lunches, gas, insurance. 2 days to San Felipe and back. Call 444-6362 or 448-7230.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

April 7 & 8

HANGTOWN MOTOCROSS, Plymount, Cal. $6,000 purse. Sptmn: $6 mail, Pro: $15 to DDNMC, Box 338, Orangeville, Cal. 95662, by March 13. Sptmn. on Sat, Pro on Sun.

SUNDAY, APRIL 8

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CMC MOTOCROSS, Oasis Rcwy, Hwy 20 btwn Clearlake and Williams in Lake County. Sign: 7, prac: 8, race: 10. Watch: $2, ride: $5. Ex: $10. CMC: $7. 707/274-1167.

CMC PRO HILLCLIMB, Pt. of the Mountain Rcwy., I-15 btwn Draper and Lehi, Utah. PMR license. Pro (Expert) only. Terry Larson 6416 S. 1140 West, Murray, Utah 84107. 801/266-4704.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptmn. mail $5, Sr; $10 to 13004 S. Washington. Hawthorne, Cal. 90250. 213/675-1922.

CMC PRO HILLCLIMB, I-15 btwn Draper and Lehi, Utah. CMC & Point of the Mountain Rcwy. licenses cash to Expert, Jr & Int get brass. Terry Larson, 6416 S. 1140 West, Murray, Utah. 84107. 801/266-4704.

CENTENNAIRES CMC TRIAL, write: 951 No. 1 Road, Richmond, B.C., Canada. Phone: Kelvin Marshall: 604/277-8978.

PNTA CHAMPIONSHIP TRIAL, Portland, Ore. 1200 SE 32nd, Hillsboro, Ore. 97123. 503/648-4368.

CRA MOTOCROSS, DeAnza Park, US 60, about 10 mi E of Riverside, take Theodore ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

D-37 MOTOCROSS, Elsinore raceway Cal. Jackrabbits MC. Prac: 7:30, race: 9. Mail $5 to Art Porter, 147 W. 234th Pl., Carson, Cal. 90745. Post: $8. 213/549-4129.

AME MOTOCROSS, Carlsbad, Cal. Beg; Ur; Int; Srs; mini; oldsters; PP. Sptmn: mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

TUESDAY, APRIL 3

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 4

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, APRIL 5

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

SAN FRANCISCO MOTORCYCLE SHOW, Brooks Hall, Civic Center. Box 5945, San Francisco, Cal., 94101.

FRIDAY, APRIL 6

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

ASCOT HALF-MILE, Ascot Park, Gardena, Cal.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMDRA DRAGS, Orange County International Rcwy, Irvine, Cal.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

SATURDAY, APRIL 7

SRA CALIFORNIA CITY GRAND PRIX, 90 miles of city streets and cross country on an 18 mi course. All classes. Pins and 20% trophies. 213/320-1015.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

D-37 HARE AND HOUND, limed from Y Cafe, Lucerne Valley. Antelope Ramblers. Start: 9, Enter: $5.50. Pins, rescue 3, 2 loops, 90 mi. trailbikes all the way.

MOTOCROSS, Osteens Park. Beg/Jr/Oldsters. 40% trophies same day. $5 mail, $10 post to Box 174, Newhall, Cal. 805/259-8007 or 213/362-2515.

GRAND PRIX, Bartley, Nebraska. 4 classes, 9 mi course. Enter: $5. Sign: 11:30, race: 1:30.

AMRA MINI CYCLE RACES, Indian Dunes, classes by age and hp. $3 memb, $4 non. Sign: 8, prac: 9, race: 10. 805/259-8007 or 213/362-2515.

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

PNTA TRIAL, Bellingham, Wash. 1001 SW 102nd, Seattle, Wash. 98146. 206/762-6992.

PRO HALF-MILE, Santa Clara Fairgrounds, San Jose, Cal. $1,200 Purse. Nov/Jr/Ex.

$1000.00 CASH MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. Jr. Contingencies, 4th and final qualifier for Big Easter Race; Jr. 125-250-500 $10.00. Sr. 125-250-500 $15.00. Info: (213) 980-1143.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

FAMILY POKER RUN, Boulder Ave off ramp, Stoddard Wells area. Limed (BLM okd) Scholarship Benefit. San Berdoo fir ladies Aux. Enter: $3.50. 714/886-4024 or 889-8421.

AMA PRO QUALIFIER. Only So. Cal. qualifier. Enter through AMA, Arroyo Park, Devore, Cal.

CRA MOTOCROSS, DeAnza Park, US 60, about 10 mi E of Riverside, take Theodore ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Mail $5 to Box 663, El Toro, Cal. 92630. $7 membership, $10 post. Open: 6:30, prac: 7:30, race: 9.

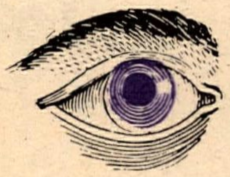
CRC MOTOCROSS, Rawhide Park, Elsinore, Cal. Start: 9:30. 40% trophies same day. Beg; Nov; Int; Ex; Young; Old; PP; mini. 714/688-1291 or 213/830-7519.

DRAG HILL CLIMB, DeAnza Park, 10 mi E of Riverside Fwy on Hwy 60. Take Theodore off-ramp. Sign: 7-9. Stock & modified. No chains. Gate: $2, enter: $4, watch: $1. 213/923-2980 or 714/653-7979.

PRO MOTOCROSS, AMA, Fremont, Neb. Prac: 10:30, race: 11:30. Gate: $3, race: $2. Dale Bruce, 1130 N. Park, Fremont, Neb.

MOTOCROSS, 3 mi S of North Bend, Neb. on Hwy 79, turn W on gravel road and go 2 mi. Gate: $2, race: $3. AMA Prac: 10:30, race: 11:30. Platte Valley Dirt Riders, Box 725, Fremont, Neb. 68025.

D-37 TT, 395 Park, Adelanto, Cal. TT MC. Sign: 7-9:30. Gate: $2, enter: $2.25. Silencers. 714/246-6109.



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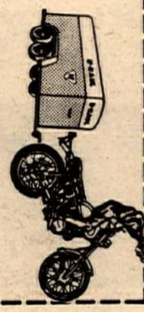

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Las Vegas party time award $100.00 to overall winner, $50.00 to first beginner. 4/wheel rescue crews-scat radio crews—Ambulances—Restrooms. INFO: (714) 346-9335.

GRAN PRIX, Chrome Spokes Cycle Club, Bartley, Neb. Sign: 11:30, race: 1:30. Enter: $5. Hwy 6-34 Southwest Nebraska, 270 mi E of Denver.

THURSDAY, APRIL 12

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, APRIL 13

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex. Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

ASCOT HALF-MILE, Ascot Park, Gardena, Cal.

EVEL KNIEVEL JUMPS, at the St. Paul, Minnesota, Civic Center.

SATURDAY, APRIL 14

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 40% trophies same day. Young; Old; PP; Mini. No mem. 714/688-1291 or 213/830-7519. $5 post.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

April 14 & 15

URA LAME DOG ENDURO, Desert Center, Cal. (about half way btwn Indio and Blythe). About 250 miles in two days. Pins and trophies. Mail $13.50 to URA, 6600 Gerald Ave., Van Nuys, Cal. 91406. $15 post. Teams add $2 per rider. Sidehacks. Overnight near Needles. 213/787-5208 or 988-2967.

ALL ROAD TOUR, California 1,000. By HD of LA. Trophies and pins. 2531 S. Main St., LA, 90007. 213/RI9-6235.

SUNDAY, APRIL 15

SAWMILL ENDURO, Upper Lake, Cal. ORV Reg or 3 dipl. classes. PP, free gas, Start: 7:01. Enter: $7, $3 for 3 man. Send to North Bay MC, 415 Davis St., Santa Rosa, Cal. 95401. D-36.

SIERRA 100 ENDURO, 25 mi W of Coalinga and 20 mi E of Kettleman City, Cal. Enter: $7 plus BLM $1. 100 ... mail to Sierra Enduro, 1720 Jennings ... Madera, Cal. 93637. 209/7160. changed to May 27

SCRAMBLES, Cycleland Spdwy. 14 mi S of Chico, Cal. Sign: 10, prac: 11, race: noon. 916/342-9302.

SIDEWINDER ENDURO, Sportsman MC, N of Barstow. $7 mail, $8 post to 1501 Mariposa, Corona, Cal. CERA points. 714/735-4641.

CRA MOTOCROSS, DeAnza Park, US 60 approx. 10 mi E of Riverside, take Theodore off-ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$15. Open: 6:30, prac: 8, race: 9. 213/675-1922.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

MOTOCROSS, Barstow MC, Lake Delores, Cal. Sign: 7:30, prac: 8, race: 9. Enter: $3.25. Swimming and camping. 18 mi E of Barstow, Cal. on Las Vegas Fwy, take Minneloa Rd. off ramp right to Yermo Rd left on Yermo to Coyote Lake Rd., left 90 over Fwy to Hacienda Rd.

ACA ROAD RACE, Riverside Rcwy, Riverside, Cal. Sign: 8:30, prac: 10. $8 pre to Suite 321, 106 N. Claudina, Anaheim, Cal. 92805. $15 post. 714/774-3222.

TT SCRAMBLES, Lightweights MC, Elsinore, Cal. Sign: 7-9. Start: 9:30.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

EURO SCRAMS, CVMC, limed from Indio I-10 and Blythe. Silencers. Enter: $6.25. Sign: 7, prac: 8, race: 9. PP/mini/old/Beg/Nov.

D-37 HARE AND HOUND, Victor MC, limed from Calif. City golf course. LeMans start at 10 am. Entry: $4.25 plus BLM. Pins. 213/372-4637.

MOTOCROSS, McGill Park, Rancho Cordova, Cal. Penton Series. Write: 13300 White Rock Rd., Rancho Cordova, Cal. 95670. 916/351-0271.

SCRAMBLES, Cycleland Spdwy, 10 mi S of Chico, Cal. Sign: 8-9, prac: 9, race: 11. 916/342-9302.

MOTOCROSS, Norfolk, Nebraska. From Hoskins go 1 mi E and ½ mi S. Prac: 11, race: 1:30. Gate: $1.50, enter: $1.50. 125/250/Open.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post $8. 916/351-0271.

AMC MOTOCROSS, Carlsbad, Cal. (part of the win a trip series). $5 mail to AMC, Box 663, El Toro, Cal. 92630. Post: $10. AMC membership.

CMC MOTOCROSS, Oasis Rcwy, Hwy 20, between Williams and Clearlake in Lake County. Sign: 7. prac: 8, race: 10. $2 watch, $5 for Nov/Am & $10 Expert. $7 memb. Subscription to throwaway sheet with each membership. 2/30 min motos. 707/274-1167.

FRIDAY, APRIL 20

AMA PRO TT, 13500 SE Lawnfield Rd., Clackamas, Ore., 97015. Sign: 6:30, race: 8. $1,500 purse. OSMC. 659-1022.

SATURDAY, APRIL 21

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

GOLDRUSH ENDURO, rescheduled many times and its finally going to happen on Saturday. Contact: Earl Wilson. 1547 W. 219th St., Torrance, Cal. (714) 979-8429

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTORCYCLE EASTER EGG HUNT, Escape Country, Trabuco Cnyn., Ca. Open: 7, start: 9. Food and a good time. 714/586-7964.

ASCOT TT, Gardena, Cal. Starts 8 pm.

SUNDAY, APRIL 22

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg/Nov/PP/Mini. Sign: 7, race: 9. $6 post. 921-5466.

HARE SCRAMBLES, Carson City, Nev., off 395 at Snider Ave. D-36. Mail $5 to SJMC, 2661 Toreno Way, Rancho Cordova, Cal. 95670. Post: $7. Start: 11. 916/363-6784.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

AME MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Jr; Int; Srs; mini; oldsters; PP. Sptsmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, right off Lamoille Hwy, 1 mi S of Elko, Nevada. Start: noon. Enter: $4. Knights MC. First of 2 race series. 702/738-7733 or 6293.

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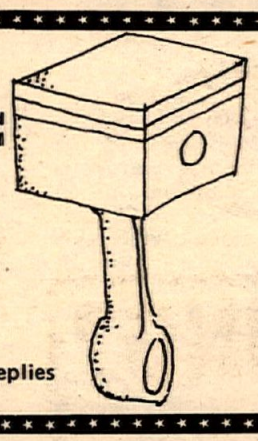
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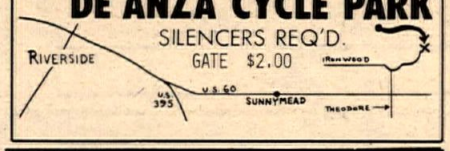

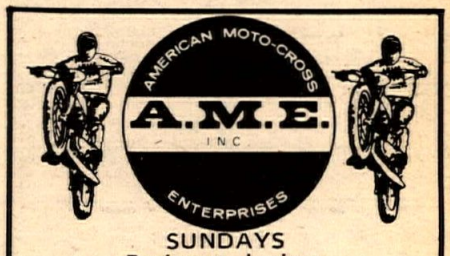

SUNDAYS
Beginners, Juniors, Intermediates, Seniors
Plus
Old Timers & Powder Puff
Apr. 1 — Carlsbad — Euro Trk*
Apr. 8 — Indian Dunes—Shd-Glen*
Apr. 15 — Rawhide Park *
Apr. 22 — Arroyo*
*Series points earned
SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.
MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
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A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

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UPCOMING EVENTS
Sat. Mar. 31 CRC Motocross
Sun. Apr. 1 CRC Euro Scrams.

UPCOMING RACE DATES
Apr.
1 — Saddleback
8 — Carlsbad
15 — Saddleback
22 — Indian Dunes
29 — Carlsbad
May
6 — Saddleback
SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.
PO Box 1402, Costa Mesa, CA 92626

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EVERY FRIDAY NIGHT
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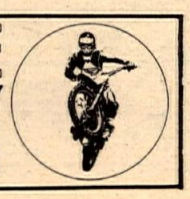
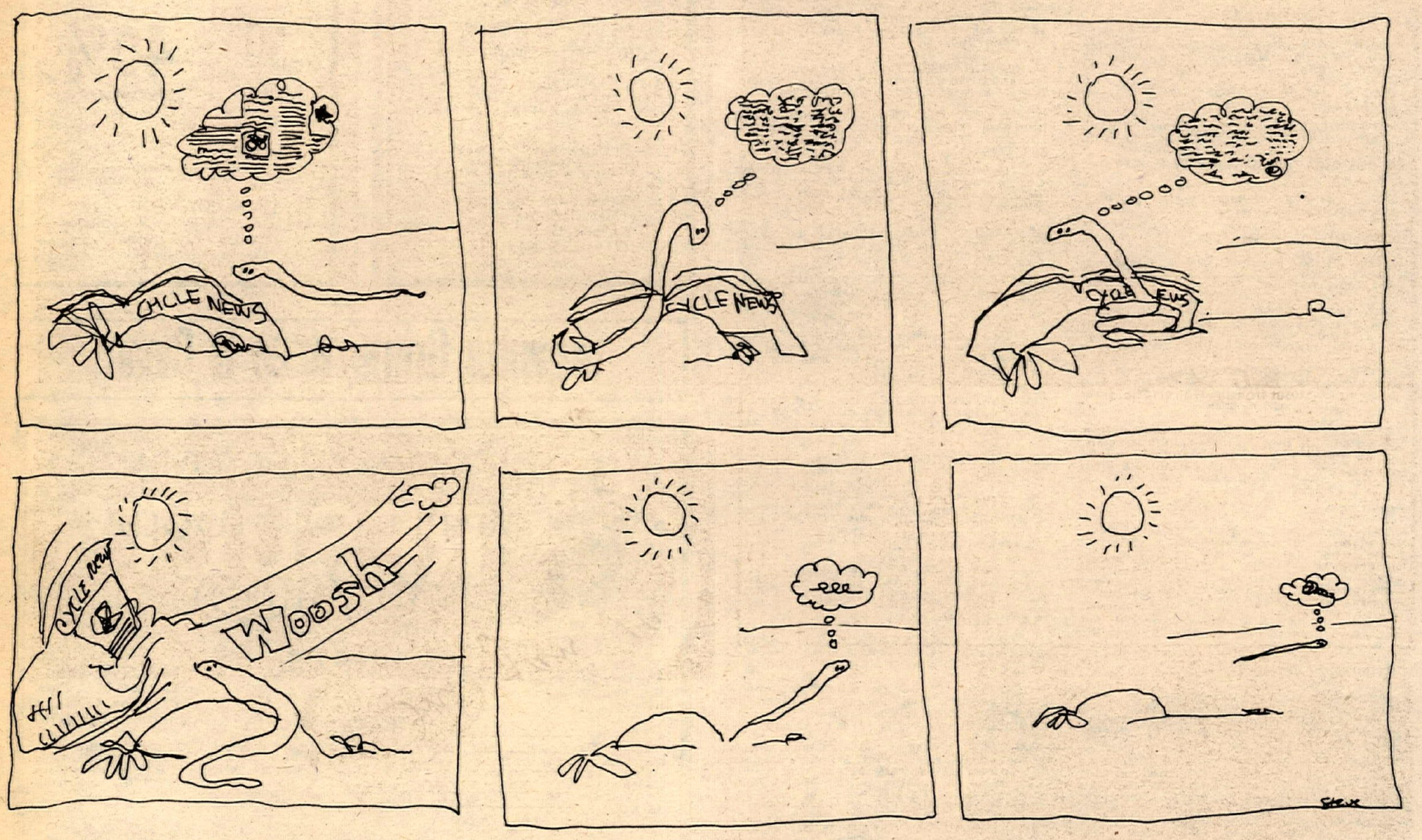


MX SNAKE

by Steve Schiff



$1000 MX at Muntz Cycle Park

Photos and Results on p. 39.

by Mark Milford
Photos by Art Cox and Milford

MOORPARK, CAL., Mar. 25, 1973 — Muntz Cycle Park hosted the third in a series of four $1000 purse motocross events that will culminate in an invitation-only $3000 race on Easter. True to the old saying "Where da money is, so is da hotshoes!", none of the three Expert divisions was dominated by any one rider and the outcomes were up in the air until the final checkered of the day.

The 125 Expert class, looking much like a continuation of last week's Arroyo 125 Championship spectacular, was led in the first moto by Billy Payne on a Don Emler Penton. However, by the third lap, Payne, Ray Lopez (Pen), and Bruce McDougal (Pen) were all circulating within 15 yards of one another, making any little slip count. Payne, who seemed to slip more than the others, soon dropped down to third.

Lopez, once presented with a clear track, proceeded to build a huge lead over McDougal, who, in turn, did the sam to Payne. Whether Billy had slowed down or the other two sped up was uncertain, but by the fifteenth lap of this thirty-minute moto, one of the few non-Penton riders in the class, Tom Zahnter (Ric) moved up and also got by.

From that point to the finish, Payne and Zahnter were involved in a toe-curling, all-or-nothin' dice that kept the crowd's attention off pit-tootsies and hot dogs. Payne eventually edged Zahnter out securing third and a shot at the big bucks.

The second moto looked to be grabbed by Lopez as he took the lead from the first corner, but on the fifth lap, his engine developed a high-RPM misfire and Payne and McDougal moved in for the kill. However, Payne lost his expansion chamber several minutes later, and McDougal, despite some harrowing tries, could not seem to get past. Payne soon dropped out, and after some twenty minutes of "I bet he'll get him *this* lap" action, Lopez held on for the win and the overall. McDougal was second at the pay window and Zahnter collected third.

Although the lead changed hands a number of times in the 250 Expert class, at the finish it was Greg Robertson (CZ) who led by a huge margin and who, it appeared, would steal the show in the second go. However, a massive pileup at the start of the second moto, caused a turnabout as Ren Rose (Bul) Jim Dawson (Yam) and Chuck Lunde (Hus) shot out in front. But Robertson, in an impressive show of skill comanderred the first spot halfway thru and took the overal win.

Bill Payne, Jim O'Neal, Mike Todd and Ray Lopez, all Maico-mounted, looked like the German army coming over the start hill during 500 Expert Moto one.

At the checkered, it was Payne, Todd, Lopez, Joe Root (Bul) and Gary Nixon (CZ).

In moto two, Payne took off first followed by Jerry Beaman (CZ), Lopez, Todd, and Tom Claire (CZ).

It was a Payne and Todd race. With Todd pouring on the coals trying for the first spot. Payne won it but not without strong competition from todd. Claire, Russ Darnell (Hus) and Lopez were next.

A few of the "go fast" Novices were Evertt Angle (DKW) and Mark Proctor (Mnk); Bob Ridgeway (CZ) and David Smith (Yam), 250 class; and Mike Dale (Suz) who completely out-classed the Open Novices with two runaway wins.

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

Additional information _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News.
No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

CLIP AND MAIL TODAY!

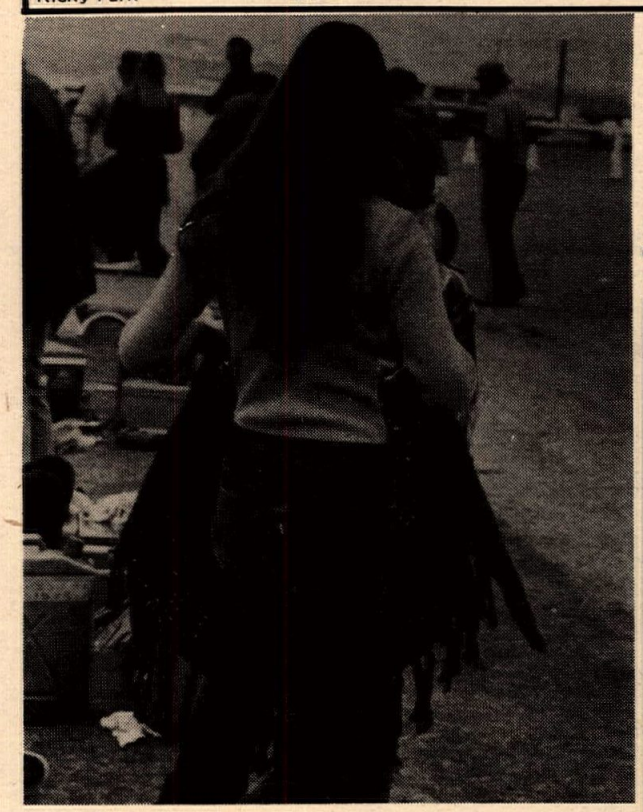
Ray Lopez (Pen) out front. — Milford Photo.

Billy Payne (Mai) going very fast. — Milford

Greg Robertson (CZ) — Milford Photo.

MOTOCROSS
Muntz Cycle Park
Moorpark, Calif.
Mar. 25, 1973
by Art Cox

60 MINI	
Jerry Little	Yam
Tony Loza	Yam
Ted Hunnicutt	Yam
80 MINI	
Kev Vievia	Hon
David Ewing	Hon
Chris Heisser	Hon
125 JR	
Everett Angle	DKW
Mark Proctor	Mai
George Viens	Mnk
Tim Erwin	Yam
Ricky Park	Hus
Mike Morrison	Pen
Steve Rawson	Suz
Alex Solis	Hod
George Corcoran	Bul
Bill Cappel	Pen
125 EX	
Ray Lopez	Pen
Bruce McDougal	Pen
Tom Zahnter	Ric
Jeff Vidic	Pen
250 JR	
Bob Ridgeway	CZ
David Smith	Yam
Jerry Allensworth	Suz
Jeff Vaughn	Bul
Mike Bukhardt	Oss
Dale Joedkte	CZ
Dennis Treamor	CZ
Mark Mansfield	CZ
250 EX	
Greg Robertson	CZ
Bob Archer	Hon
Tim Lunde	Hon
Richard Franklin	Ric
OPEN JR	
Mike Dale	Suz
John Wozniak	CZ
John Stasiefski	Mai
Merril Miller	Mai
Paul Kwabb	CZ
OPEN SR	
Bill Payne	Mai
Mike Todd	Mai
Ray Lopez	Mai



In the pits at Great Bear Grand Prix. — Schoonmaker Photo.

CMC MOTOCROSS
Indian Dunes Park
Valencia, Calif.
Mar. 25, 1973
by Creative Images

100 JR	
John MacGregor	Hod
Ralph Kerr	Hod
Curt Jensen	Hod
125 EX	
Danny LaPorte	Pen
Jack Riggi	Suz
Mike Garrett	Pen
Bob Maxwell	Bul
Greg Blazeck	Pen
Steve Gerber	Mnk
125 INT	
Bill Twinting	Bul
Tim Davidson	Bul
Paul Allum	Pen
125 JR I	
Bryan Slagle	Pen
Steve Mermer	Mnk
Patrick Hubbs	Suz
125 JR II	
Ed Boggs	Pen
Steve Blazeck	Bul
Louis Lindwall	CZ
250 EX	
Bryar Holcomb	Bul
Jim Wilson	Hon
Mike Yorba	Bul
Bob Haag	Hus
Randy Stubbs	Bul
Bill Gray	Mai
Randy Myers	Bul
250 INT I	
Drew Nelson	Yam
Mike Renno	CZ
Jeff Osborn	CZ
250 INT II	
John Pfeiffer	Yam
Arne Beaman	Bul
Geoff Howe	Hus
250 JR I	
Ralph Kerr	Oss
Tom Burgess	Yam
Jeff Eierstedt	Yam
250 JR II	
Dennis Allman	Bul
Brad Williams	Hon
Joe Chambers	Mai
500 EX	
Tim Hart	Yam
Rex Staten	Mai
Bruce Torbett	Hus
Bill Rubly	CZ
Mark Anderson	Fra
Mike Welch	Hus
500 INT	
Mike White	CZ
Bruce Carpenter	CZ
James Russell	CZ

CMC MOTOCROSS
Irwindale Raceway
Irwindale, Calif.
Mar. 23, 1973
By Creative Images

MINI	
Lance Moorewood	Ind
Gordon Kidd	Yam
Jerry Shore	Ind
100 JR	
Curt Jensen	Hod
John MacGregor	Hod
Lee Fabry	Hod
125 EX	
Chuck Bower	Pen
Ray Lopez	Pen
Rick Reinig	Mai
Mike Garrett	Pen
Bob Maxwell	Bul
125 INT	
Nelson Whitehill	Hus
Jim Domann	Mon
Val Tamietti	DKW
125 JR	
Greg Hogan	Pen
Calvin Weber	CZ
Glen King	Bul
250 EX	
Bryar Holcomb	Bul
Tim Lunde	Hon
Jim O'Neal	Mai
Henry Saunders	Yam
Mike Eoftus	CZ
250 INT	
Martyn Widgery	Yam
Mark Taylor	Mai
Arnie Beaman	Bul
250 JR	
Kevin Tucker	Bul
Joe Chambers	Mai
Kelly Bautista	CZ
500 EX	
Ray Lopez	Mai
Bob Messer	Mai
Tim Hart	Yam
Bill Rubly	CZ
Sherman Andrews	Mai
500 INT	
Brent Foes	Yam
Ollie Senechal	Mai
Pat Mulvihill	CZ
500 JR	
Rick Welch	Yam
Glenn Ferris	Hus
Jeff Jolping	Hus
500 JR	
Dave Vail	Hus
Buttons Soder	Suz
Dave Barnes	CZ

Ollie Senechal (Mai) is one of the fast CMC Intermediates who may soon be an Expert. He was second in 500 class. — Creative Images Photo.

Great Bear Grand Prix

(Continued from page 2)

helping hands up the last hill and a pretty lady gives me a finishing pin. It's a squashed U.S. quarter with a bear on the back. Value is about twenty-five cents. To those who earned them, those pins have no price.

HIGHLIGHTS: Tom Brooks (DKW) wins the 125-175 Expert. Jim Fishback (DKW) is second. Larry Roeseler (H-D) takes the Expert Trailbike class as Cordis Brooks fishtails down the pavement to a third with a flat rear tire. Darrel Primrose, a 250 Novice on a Yamaha, is third overall on Saturday. Marcia Holley finished first girl in her first ride on a Mettco Penton. Mitch Mayes (Hus) takes the lead and holds it on the final lap to win overall Sunday. Don Brooks (Bul) is second and Dave Aldana (Kaw) gets up from a fall to come in third. A surprising number of sidehacks finish with both pilot and passengers' tongues hanging down to their knees. It's all unofficial.

RESULTS

MOTOCROSS
Willcox, Ariz.
Mar. 18, 1973
by Scott Schafer

100 NOV	
Steve Derrick	Yam
Scott Smith	—
Dan Hack	—
125 NOV	
Larry Toby	—
Tim Gamble	—
Joey Garcia	Hod
250 NOV	
Bill Armstrong	Yam
Timothy Kelly	Yam
Boyd Baker	Hus
OPEN NOV	
Doug Black	CZ
Charlie Brown	Mai
Phil McGill	Duc
100 EX	
Mark Sossong	H-D
125 EX	
Johnny Brown	Yam
Mike Goodrich	Puc
Ken Harayda	Dal
250 EX	
Steve Kalasz	Hus
Kent Hardy	Yam
Rod Ruhsam	Yam
OPEN EX	
Richard Smith	CZ
Ivan Russell	Suz
Steve Whatmore	Mai
MINI	
Cliff Hagan	—
Jeff McDade	—
Mark Schmitz	—

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 17, 1973
by Dale Teubner

MINICYCLES	
John Gless	Hon
Jim Ball	Hon
Brian Fountain	Yam
100 BEG	
Mike DePhilips	Yam
Bill Randolph	Kaw
Greg Fountain	Yam
100 JR	
Clyde Chittenden	Hod
Lance Felnagle	Yam
Mike Loper	Kaw
125 BEG	
Don Duncan	Yam
Norman Byers	Yam
Rusty Clarke	Puc
125 JR	
Elbert Turner	Yam
Barry Nackos	Pen
Gary Peterson	Yam
250 BEG	
Phil DeBlasio	CZ
Glenn Glass	Yam
Tim Wyant	CZ
250 JR	
Scott Smith	Oss
Don Bongiorno	Hon
Bob Brown	Mon
250 INT	
Dave Carlson	CZ
Bob Bland	CZ
Dick Smallwood	Hus
500 BEG	
Cal Latour	Mon
Lee Evans	Hus
David Sherrill	Hus

MOTOCROSS
Moreno Valley M.C.
DeAnza Cycle Park
Sunnymead, Calif.
Mar. 17, 1973

MINI BEG	
Mike Shea	Yam
MINI JR	
Bill Bazemore	Yam
100 BEG	
Tom Carranza	Yam
Robert Marino	Hod
125 BEG	
Jim Olson	Yam
Frank Grisham	Yam
175 BEG	
Bob Ewert	Yam
175 JR	
Dwayne Vanderby	Yam
250 BEG	
John Ward	CZ
250 JR	
Kinney Jones	Hus
OPEN BEG	
Steve Kirkland	Suz
E.J. Norris	Suz
OPEN JR	
Ron Low	CZ

SO. ARIZ. MOTOCROSS
Championship Series
Standings up to
Mar. 18, 1973
by Scott Schafer

100 NOV	
Larry Hardy	—
Dan Hack	—
Matt Shoat	—
125 NOV	
Jerry Kent	Suz
Gus Arzburger	—
Larry Toby	—
250 NOV	
Bill Armstrong	Yam
Boyd Baker	Yam
Bob Windsor	Mai
OPEN NOV	
Doug Black	CZ
Phil McGill	Duc
Mike Morrow	Mai
100 EX	
Reid Sossong	Hod
Dan Rhodes	—
George Ticky	—
125 EX	
Mike Goodrich	Puc
Johnny Brown	Yam
Ivan Russell	Suz
250 EX	
Jeff Billotte	Yam
Steve Kalasz	Hus
Kent Hardy	Yam
OPEN EX	
Ivan Russell	Suz
George Daibler	Mai
Steve Strasser	Yam

AME MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
Mar. 25, 1973
by Tom Corley

250 INT	
Hal Davis	CZ
Jeff Browning	Mon
Ron Stewart	CZ
250 JR	
Ray Topham	CZ
Toby Taki	Mon
Jim Hoover	—
500 INT	
Ed Duncan	CZ
John Wider	CZ
Albert Ortez	—
500 SR	
Ken Ratzloff	Mai
Brenton Rhoades	Hus
Paul McGill	CZ
500 BEG	
Ed Winn	Kaw
Ed Prince	—
Chuck George	Hus
100 BEG	
Gary Denton	—
Mark Arsenaalt	Hod
Bill Hater	Yam
125 BEG	
Bob Hadley	Pen
Bob Cochran	Mnk
Mark Saves	Pen
500 JR	
Doug Stag	Hus
Mike Dosh	CZ
George Wegener	CZ
250 JR	
Richard Squire	—
Bob Jenkins	Mon
Ken Harris	CZ
250 BEG	
Criag Lundie	Hus
Robert Monday	Bul
Carl Khun	Yam
OLD TIMER	
Dirk Frampton	Bul
Gene Park	—
Paul Clark	Mai
125 INT	
Robert Elliott	Mnk
Ken Ellers	Hus
Steve Bealer	DKW
125 SR	
Rick Reinig	Mnk
Larry Roeseler	H-D
Dave Miller	—
100 JR	
Jeff Sanchez	Hod
John Puncott	Sac
Rudy Sayers	Hod
125 JR	
Tom Devore	Ric
John Myerscough	Yam
Greg Bebeck	Bul
POWDER PUFF	
Robin Radlauer	DKW
MINI	
Johnny Rogers	Hon
Bill Taylor	Hod
Matthew Rhoades	—

FOX HOLLOW FUN TRAILS MX
Woodburn, Ore.
Mar. 11, 1973
by Jan Newman

MINI	
Larry Keith	Hon
Robby Watilo	—
100 JR	
David Thornton	Yam
Bob Robinson	Yam
Troy Folch	Yam
125 JR	
Jerry Larson	Mnk
R.V. Bellmore	Puc
Scott Foster	Mnk
125 INT	
Ron Long	Mon
Greg Worley	Mon
Brad Hansen	Mnk
125 EX	
Butch Waymire	Nog
Kirk Williams	Yam
Glenn Gregory	Yam
200	
Bob Livingston	Kaw
Ray Clapp	Yam
Chuck Matthiew	Suz
250 JR "A"	
John Meusling	CZ
John Noble	Yam
Jerry Halvorson	AJS
250 JR "B"	
Larry Rock	Yam
Bob Keith	Hus
Merle Kirchem	Suz
250 INT	
Ron Long	Mon VR
Barney Newman	Mon VR
Ray Shanafelt	CZ
250 EX	
Bill Cook	Mai
Ron Fujii	CZ
Kirk Severson	Suz
OPEN JR	
Dale Geelan	Mai
Ken Ewalt	Yam
Orville Geelan	CZ
OPEN INT	
Larry Nibbler	CZ
Ron Long	CZ
Ted Bottemiller	Hon
OPEN EX	
Dan Wilgus	Yam
Butch Waymire	Nog
Mike Crandall	CZ

MOTOCROSS
Baymare
Somis, Calif.
Mar. 18, 1973
by Barbara Robinson

100 JR MINUS 5	
Dave Spaniol	Yam
Martin Lournid	Yam
Marty Bauez	Yam
100 JR PLUS 5	
Mark White	Yam
Jeff Black	Yam
Jim Hardesty	Pen
125 JR MINUS 5	
George Shafter	DKW
Mike Smith	Ric
Dave Tackmante	CZ
125 JR PLUS 5	
Everette Angle	DKW
Ed Boggs	Pen
Tony Porto	DKW
125 INT	
Alan Kolisnyk	Pen
125 EX	
Tim Jones	Suz
Jim O'Neal	Ric
Jed Drummond	Ric
250 JR MINUS 5	
Paul Bect	Yam
Miles Ryun	CZ
Mike Crawford	Suz
250 JR PLUS 5	
Mike Jenkins	Suz
Bill Bledsoe	CZ
Eric Brictson	CZ
250 INT	
John Pfeiffer	Yam
Mike Peddicard	Suz
250 EX	
John Holmes	Bul
Jim O'Neal	Mai
Craig Brewster	Bul
OPEN JR MINUS 5	
K. Buchatlan	Hus
John Juday	Yam
OPEN JR PLUS 5	
Rick Cox	Hus
Richard Mills	CZ
Calvin Dulan	Yam
OPEN INT	
Don Hicks	CZ
OPEN EX	
Joe Root	Bui
Russ Darnell	Hus
Gary Lunsford	Hus

MOTOCROSS
Ascot Park
Gardena, Calif.
Mar. 24, 1973
by Creative Images

100 JR	
Mark Parrish	Hod
Norman Ludwig	Yam
Roger Featherston	Hod
125 JR I	
Dave Krikac	Bul
Roger Sonnenfeld	Pen
Tom Hutchinson	Yam
125 JR II	
Jeff Jennings	DKW
Jim Levesque	Pen
Ed Wollison	Ric
125 INT	
Roger Smith	Hus
Bob Ramage	Yam
125 EX	
George Collins	Yam
Joe Scotland	Pen
Steve Copelin	Yam
250 JR I	
David Tanis	CZ
Chuck MacDonald	Hus
Tom Truman	Yam
250 JR II	
Jason Churchill	Yam
Mike Hixson	Yam
Dave Folly	CZ
250 INT	
Joe Mausseace	Oss
250 EX	
Don Draz	Yam
Dave Pessy	Oss
Alan Cheever	CZ
500 JR	
Dan Barnes	CZ
Dave Fortz	CZ
Hal Baerg	Mai
500 INT	
Pat Mulvihill	CZ
500 EX	
Robert Elliott	CZ

CRC EUROPEAN SCRAMBLES
Elsinore, Calif.
Mar. 4, 1973
by The Shadow

100 BEG	
Tim Marshall	Yam
Walt Wade	H-D
Mike Wilson	Hod
125 BEG	
Brian Anderson	Suz
Barry Johnson	Pen
Bryan Lynch	Pen
175 BEG	
John Lee	Hon
Ken Handman	Kaw
Sue Kannon	Yam
125 BEG UNDER 16	
Craig Sample	Yam
Guy Campbell	Suz
250 BEG	
Paul Davidson	Suz
Rich Washington	Yam
David Marshall	Hus
OPEN BEG	
H.L. Denning	Mai
H.F. Denning	Kaw
Paul Silva	Ya
100 NOV	
Scott Hightower	Hod
Paul Hightower	Yam
125 NOV	
Chris Hightower	DKW
Dennis Rosenberg	DKW
Bill Stewart	Pen
250 NOV	
Cy Young	Bul
Leo Kannon	Yam
Bob Yourell	Hus
OPEN NOV	
Larry Twait	Hus
David Richards	Suz
Tom Bush	Hus
250 INT	
Rusty Carter	Suz

Spectating at Muntz. — Cox Photo.

AME MOTOCROSS
Santa Maria, Calif.
Mar. 7, 1973
by Mike Anderson

125 JR	
John Little	Suz
Pedro Nunez	Yam
125 INT	
Greg Blackwell	Hus
125 EX	
Vince Clark	Suz
Jed Drummund	Ric
250 JR	
Bob Gieglielmelli	Mai
Norris Piccardo	CZ
Greg Farris	Suz
250 INT	
Mike Martin	Mai
Gary Concellos	Suz
Mike Anderson	CZ
250 EX	
Parry Klassen	CZ
Rick Long	Yam
John Grossini	CZ
OPEN JR	
John Wozniak	CZ
Roy Jones	Hus
Blaine Burger	BMW
OPEN EX	
Greg Higgins	Bul
Jerry Beaman	CZ
Mike Knopf	Hus

MINIS
Helvetia Park
West Sacramento, Calif.
Mar. 18, 1973
by Pat Upton

DIV 1 MINI BIKES	
13" Wheels & Under	
Steve Lucero	Ind
Jimmie Sizemore	Hon
Vincent D. Azzara	Hon
DIV 2 MINI BIKES	
0-60cc 10 Yrs. & Under	
Kelly Graham	Yam
Mark Shumate	Yam
Ricky Gaarder	Yam
DIV 3	
0-60cc 11 Yrs. & Up	
Scott Allen	Yam
Roger Boyer	Yam
Mike Lowater	Yam
DIV 4 MINI BIKES	
61-80cc 10 Yrs. & Under	
Rodney Saling	Hon
Jim Cartwright	Ind
Troy Cummings	Hon
DIV 5 MINI BIKES	
61-80cc 11 Yrs. & Up	
Roy Seiler	Hon
Tommy Green	Yam
Jeff Timmerman	Yam
DIV 6 MINI BIKES	
81-100cc	
Jimmy Graham	Ste
Ronald Combs	Ste
Steve Vickers	Ste
DIV 7 MINI BIKES	
Super 100 (18" Wheels)	
Ken Boswell	Yam
James Woody	Hod
Bret Stadel	Hod

CMC HARE SCRAMBLES
McGill Cycle Park
McGill, Calif.
Mar. 18, 1973

MINI	
Steve Carrillio	
Brian Thompson	
Craig Wright	
125-100 JR	
Robert Gabbert	
Dan Limpert	
Eric Sutter	
125 INT/SR	
Paul Hamel	
250 JR	
Kevin Rote	
Bill Carnes	
Don Devries	
250 INT	
Bob Collins	
Jim Barton	
John Carpenter	
250 SR	
Danny Leet	
Lonnie Murphy	
Jeff Younger	
OPEN JR	
Benny McDaniels	
David Bettes	
John Taylor	
OPEN INT	
Richard Smart	
Rick Murray	
OPEN SR	
Charlie Marshall	
Robert Harsburger	
OLD TIMERS	
Bill Roberts	
Ray Nelson	
Jack Lewis	
Bill (Biscuits) Verbiscoe	

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 16, 1973
by Dale Teubner

MINICYCLES	
Ray Currie	Hon
Jerry Castro	Yam
Davee Collins	Hon
SUPER MINI	
Eddie Lawson	Ind
John Giess	Hon
100 JR	
Rick Wiseman	Hon
Kevin Klinzing	Yam
Steve Bauer	Hon
125 JR DIV I	
John Currie	Pen
Tim Buck	CZ
Mark Marinez	Bul
125 JR DIV II	
Kent McCann	Hus
Bill Noble	Pen
Steve Fortune	Yam
250 JR DIV I	
Joe Schoney	Suz
Mike Jacobs	Suz
Dick Miller	CZ
250 JR DIV II	
Jim Wright	Hon
Rick Sanders	Suz
Wayne Melanson	Hon
500 JR	
Mark Digioia	CZ
Dave Wilson	Yam
Mark Rawley	CZ
125 INT	
Charles Currie	Bul
Rick Wiseman	Pen
Eddie Coulter	CZ
125 SR	
Mark Tyer	DKW
Charles Smith	Yam
Butch Waymire	Neg
250 INT	
Brad Lynch	CZ
Jeff Jarvi	Yam
Pete Smith	Bul
250 SR	
Morris Malone	Hon
Bill Henderson	CZ
Bruce Baron	Hon
500 INT	
George Erl	Yam
Ray Badham	Mai
500 SR	
Rockey Staten	Mai
John Fackler	CZ

NATIONAL POINT STANDINGS
Names in parentheses are not AMA competitors.

GARY SCOTT	207
JIMMY ODOM	200
(JARNO SAARINEN)	180
KENNY ROBERTS	165
MIKE HANEY	150
KEL CARRUTHERS	144
RANDY SCOTT	120
JIM EVANS	120
DICK MANN	106
MIKE KIDD	90
DON EMDE	72
DAVE HANSEN	60
DALE ALDANA	60
CONRAD URBANOWSKI	60
MARK BRELSFORD	50
BUCK BORON	50
(MARIO SUMIYA)	48
PAUL BOSTROM	40
FRED SMITH	40
(MICK GRANT)	36
SONNY BURRES	30
DAVE LAWSON	30
DON CASTRO	24
TERRY DORSCH	20
JOHN HATELEY	20
STEVE McLAUGHLIN	17
TOM WHITE	15
HARRY CONE	12
FRANK GILLESPIE	11
ROBERT WINTERS	10
MIKE CAVES	9
JOE BROWN	9
DAVE SMITH	8
DAVE SEHL	6
MERT LAWWILL	5
(MARTIN SHARPE)	4
GEORGE KERKER	2
BUDDY ELMORE	1

TT SCRAMBLES
Corona, Calif.
Mar. 20, 1973
by Elaine Jones

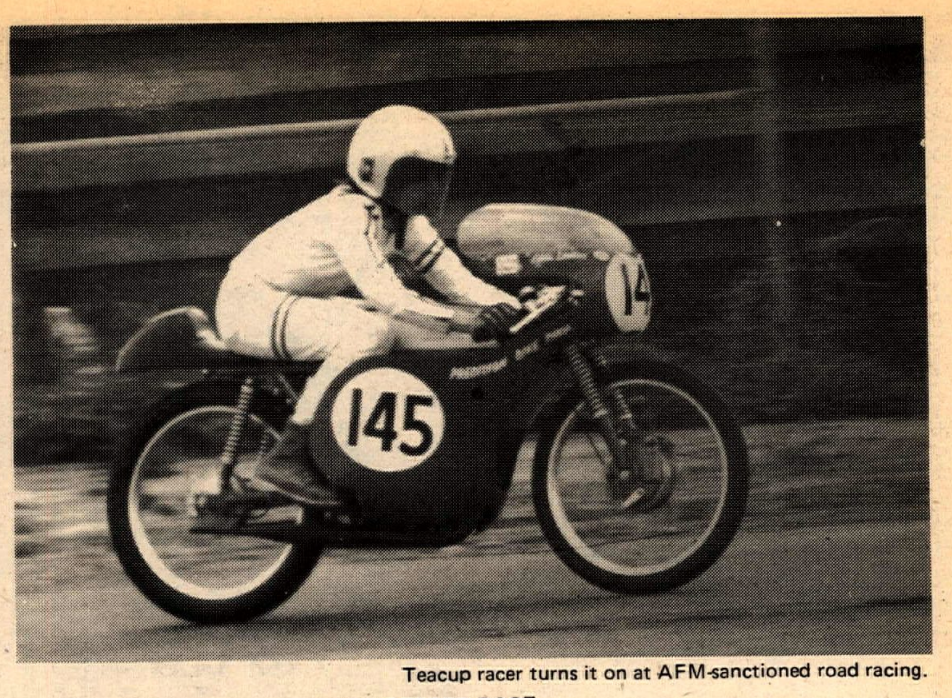
MINI	
Pat Richmond	Hon
Mark Scroggins	Hon
Ronnie Hattendorf	Hon
100 NOV/AM	
Tim McWhorter	Kaw
Greg Scroggins	Kaw
Steve Puchett	Suz
125 NOV/AM	
Vern Maxwell	Bul
Kip Johnston	Kaw
Ed Burns	Yam
175-200 NOV/AM/EX	
Barry Tolson	Bul
Steve Bales	Bul
Chas Soderstrom	Bul
250 NOV	
Jeff Johnson	Bul
Gregg Wilhite	Yam
Nick Simmons	Mai
250 AM/EX	
Larry Furu	Oss
Jeff Johnson	Bul
Hal Cheetwood	Bul
OPEN NOV/AM/EX	
Jim Wright	Bul
Brian Tolson	Mai
Randy Bailey	Yam
SWEEPSTAKES	
Tim McWhorter	Kaw
A.J. Hauser	Yam
Barry Tolson	Bul

AME MOTOCROSS
Indian Dunes
Valencia, Calif.
Mar. 24, 1973
by Tom Corley

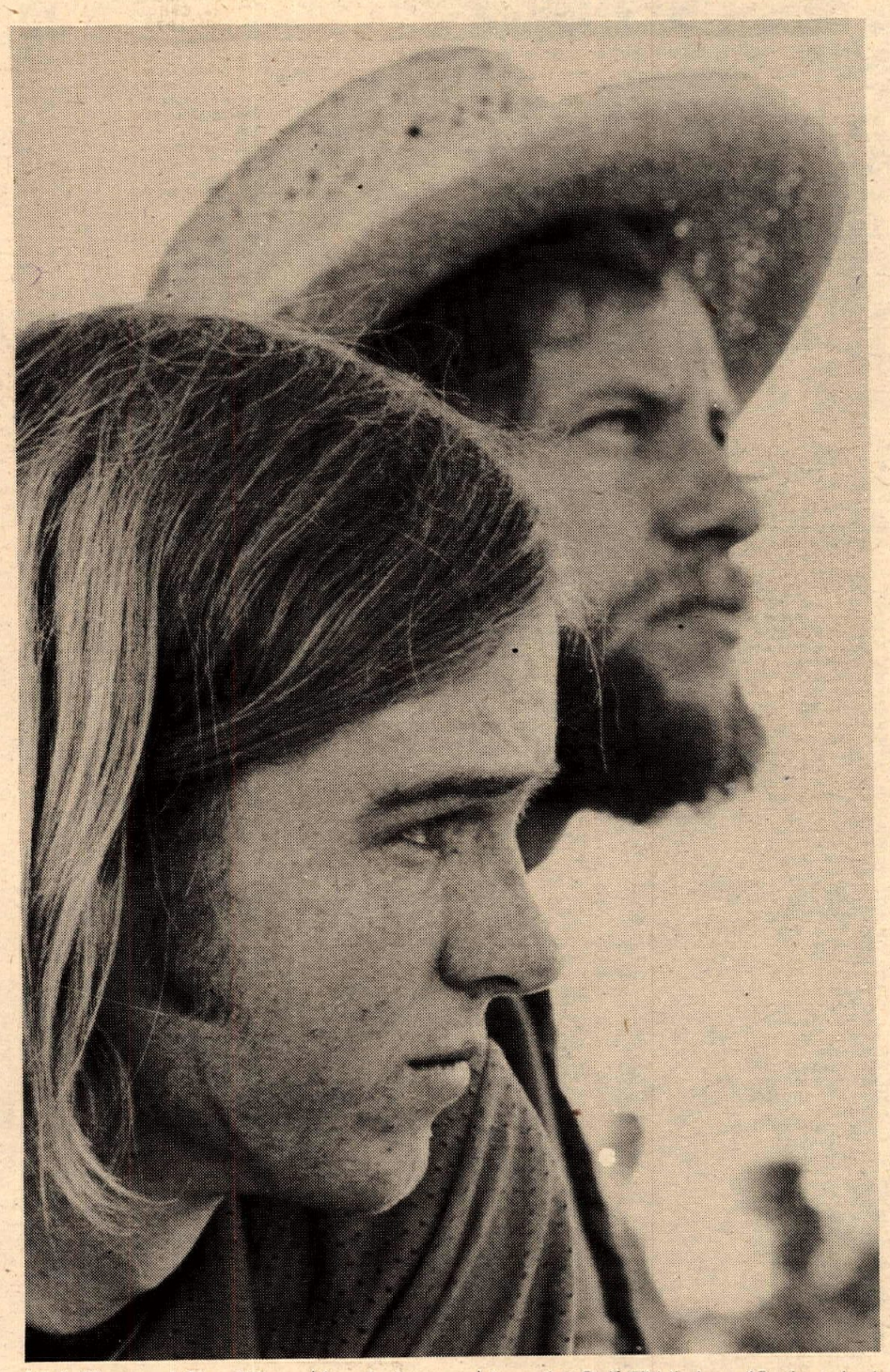
250 INT	
Rick Varvel	Gre
Gary Doane	Hus
250 SR	
Craig Brewster	Bul
Will Harper	Cop
Ron Jones	Hon
500 INT	
Don Hicks	CZ
Joe Mackensie	Mai
Jim Sullivan	Hus
500 SR	
Mike Welch	Hus
Rick Shirley	Yam
Mark Cavoretto	Mai
125 SR	
Eddie Cole	Pen
Jim Hale	Pen
Greg Blazek	Pen
100 BEG	
Craig Parkinson	Yam
Jack Pfatenhauer	Suz
Scott Gillespie	Hod
POWDER PUFF	
Judy Donohue	Suz
125 BEG	
Mark Aney	Yam
Chris Bartlett	—
LeRoy Anderson	Yam
100 JR	
Mark Riache	Hon
Mario Dos Santos	Yam
Kent Parkinson	Yam
125 JR	
Steve Maxwell	Hus
John Grant	Yam
Mike Barnett	Yam
500 BEG	
Bruce Averbeck	Yam
R. Billner	Yam
Jeff Hibbard	Mai
OLD TIMER	
Tom Rose	Yam
250 BEG	
Mike Starsmere	CZ
Tim Tetiua	CZ
Tom Glum	Bul
250 JR	
Bill Price	—
Gary Davies	Yam
A.J. Cruz	CZ
500 JR	
Mike Sheets	Suz
Tim Imhoff	Hus
Ron Billi	CZ
MINI	
Randy Garvin	Hon
Karl Anderson	Hon
Artie Rogers	Hon

Husqvarna
OF SWEDEN
YAMAHA
GLENDALE YAMAHA
(213) 240-2230
1120 So. Brand Blvd., Glendale, Ca. 91204

The Hummer-Gilbrantsen sidehack leads the pack through the back section at OCIR.



Teacup racer turns it on at AFM-sanctioned road racing.



Mitch Mayes and Claes Nilsson (the winning tuner) learn that Rolf Tibblin has a 15 minute lead. Claes was overheard to comment, "I hope that piece --- holds together." It did.

MOTOCROSS
Reach Out Rialto
Rialto, Calif.
Mar. 18, 1973

MINI	
Mark Kiefer	Hon
Brian Fountain	Yam
Don Lanier	Hon
David Huerta	Yam
100 JR	
Jerry Raymer	Yam
Ron Monreal	Hon
Westley Patrick	Kaw
Mike Harry	Hod
125 JR	
Mark Miller	DKW
Barry Sewell	Puc
Bruce Gadberry	Yam
125 EX	
Earl Esson	Car
Ross Maeda	Bul
Terry Ashton	Pen
250 EX	
John Carmello	Yam
John Burr, Jr.	Hon
500 EX	
Darrell Sutherland	Mai
George Luther	CZ
Eric Strommer	CZ
250 JR	
Rob Raymer	CZ
Michael Chastain	Mai
Chris Girssom	Yam
Ron Monreal	Hon
Jon Maeda	Suz
500 JR	
Butch Lumbattis	Bul
Rodger Monreal	Hus
Ron Miller	Mai

MONEY, MONEY, MONEY

Companies paying contingency awards at Daytona and the unofficial total of their awards is as follows:

Bates Leathers	$1900
Bell Helmets	$1300
Blendzall Lubricants	$ 100
Castrol Lubricants	$ 650
Champion Plugs	$3150
Goodyear Tires	$1150
Impac Levers	$1050
Yamaha Motorcycles	$2675
Koni Shocks	$ 250
Motorcycle Weekly	$ 100
NGK Plugs	$ 350
Pennzoil Lubricants	$ 300
S-K Tools	$ 100
Dunlop Tires	$ 350
KLG Plugs	$ 100

DRA DESERT RACE
Mar. 3, 1973
by Greg Kammerman

OPEN NOV	
J. Bagley	Hus
R. Heading	Hus
J. Strait	Hus
OPEN BEG	
G. Voss	Suz
E. Amos	CZ
H. Blackburn	Suz
OPEN BEG +35	
L. Garton	Suz
J. Talda Jr.	Hus
250 NOV	
D. Primrose	Yam
R. Marx	Yam
L. Mason	Yam
250 NOV +35	
C. Pierce	Yam
E. Clark	Yam
250 BEG	
J. Fisher	Yam
B. Page	Yam
K. Stewart	Yam
250 BEG +35	
Old Poop	Bul
B. Bonser	Oss
175 NOV	
B. Cavanagh	Yam
A. Lee	Yam
D. Shepherd	Bul
175 BEG	
W. Dunlap	Pen
D. Brummett	Yam
K. Handman	Kaw
125 NOV	
R. Eide	Puc
D. Urbina	Puc
C. Foote	Puc
125 BEG	
W. Wagner	Yam
J. Wilson	Yam
C. Binkerton	DKW
125 BEG -16	
G. Kammerman	Pen
F. Jensen	Suz
125 BEG +35	
C. Knieper	DKW
G. Sanford	Pen
100 NOV	
R. Rodman	Hod
M. King	Suz
100 BEG	
R. Rash	Kaw
L. Cannady	Hod
100 BEG -16	
B. Stokes	DKW
M. Mulliner	Yam
B. Fox	Hod
MINI -16	
D. Mapes	Hon
K. Elliott	Yam
POWDER PUFF	
L. Watson	Yam
A. Steina	Suz
S. Money	Ric

MINT 400
Del Webb Desert Rallye
Mar. 19, 1973
by Alice Rhea

DIVISION I	
Rolf Tibblin/Mitch Mayes	Hus 400
Jack Johnson/David Laca	Yam 250
Tom Smith/Jerome Ruzicka	Yam 250
Charles Curnuttt/Bruce Lewellyn	DKW 125
Gene Durham/Michael Ahern	Hus 400
Richard Mark/A.C. Bakken	Yam 250
Mike Patrick/Larry Pfutzenreuter	Hus 450
Gary Jones/Dewayne Jones	Yam 250
Mike Harper/James Jasper	Hon 250
Dick Vick/Miles Ussery	Yam 500
Walter Kuhn/Bill Thornburg	Hus 400
Dick Haskell/Danny Robinson	Hon CR250M
Casey E. Folks Jr/Tom W. Scales	Pen 175
Sam Dempsey/Gene Dempsey	Tri 750
Monte Brown/John Harber	Hus 450
Johnny McDaniel/Richard Lee	Yam 250
Tom Hettinger/Jack Hettinger	—
Randy Hodges/Billy Fetty	Hus 400
Jack Froehlick/Scott Haslip	Mnk 125
Dave Kersting/Lanny Lehigh	Hus 400
Carl Berggren/Ron Stacy	Mnk 125
Larry Bergquist/Gary Griffin	Bul 250
Charles Buchan/Dusty Coppage	Hon 360

AMC MOTOCROSS
Win-a-Trip-To-Europe Series
Mar. 25, 1973
Saddleback Park, Calif.
by Scott Heidbrink

175	
Mark Truman	Yam
Dave Orozco	Yam
Steve Kingdon	Yam
OPEN BEG	
Mike Brown	Bul
Steve Miller	Suz
Terry Davis	Hus
OLD TIMERS	
Jon Miley	CZ
Rudy Senczyszyn	Yam
OPEN NOV	
Dave Blosser	Suz
John Domoslai	CZ
Steve Coronado	Suz
OPEN JR	
Richard Mills	CZ
Gabe Gutierrez	Mai
Earl Reinoehl	Mai
OPEN INT	
Mike Pera	Mai
Carl Gazafy	Yam
250 BEG DIV I	
Rick Kelbaugh	CZ
Ron Stewart	CZ
Bill Turner	CZ
250 BEG DIV II	
Steve Lyon	Suz
Gilbert Gonzales	Mai
Brad Dorfman	Oss
250 NOV	
Mike Patchen	Suz
Ron Nicol	Bul
Joel Grant	Hus
250 JR	
Doug Benjamin	CZ
Chris Yoder	Yam
Ken Funkhouser	CZ
250 INT	
Richard Kastner	Bul
Ron Bandy	CZ
Greg Leee	CZ
125 BEG	
Chris Gillespie	Bul
Rick Rolko	DKW
58	
125 NOV	
Bill Glore	DKW
Mike Effenberger	Puc
Gary Doyen	Pen
125 JR	
Jack Boles	Mnk
Kevin Willis	Hus
Scott Crawford	Puc
125 INT	
Dave Wholey	Bul
MINI	
Chris Grant	Hon
Mike Bennett	Yam
Leonard Thompson	Hon
100 BEG	
Bill Kujawa	Yam
Doug Weltner	Yam
Bill Barnes	DKW
100 NOV	
Mike Lasker	Pen
Rick Piotrowski	Ric
Gary Priegel	Hod
100 JR	
Jeff Ward	Hon
Brad Dutoit	Hod
Dave Hill	Zun

AMC SOUTH
Rawhide Park
Elsinore, Calif.
Mar. 24, 1973

100 BEG	
Mitch Krych	Yam
125 BEG	
Tom Settle	Yam
Michel Landegent	Yam
Tracy Trup	DKW
250 BEG	
Tom Williams	Suz
Tom Tomlimsom	Suz
Tim Huber	CZ
250 NOV	
Russel Wilson	CZ
Ron Dumas	CZ
Clifford Odom	CZ
250 JR	
Jeff Mathews	AJS
Brad Lord	CZ
OPEN BEG	
King Thompson	Yam
Richard Henry	Yam

MOTOCROSS
Lake Dolores
Yermo, Calif.
Mar. 18, 1973

MINI	
R. Rinker	Yam
C. Newsome	Yam
M. Neiper	Yam
S. Rinker	Yam
S. Jackson	Yam
100 BEG	
J. Mauk	Kaw
J. Neider	Yam
R. Hernandez, Jr.	Yam
100 NOV	
N. Byers	Yam
M. Barnes	Yam
S. Stalnaker	Yam
125-175	
P. Jorden	Yam
G. Nelson	Yam
J. Jacks	Yam
V. Porter	Puc
250-OPEN	
G. Crosley	CZ
T. Cooper	Yam
D. Brown	CZ
R. Brand	Yam
OLD TIMERS	
L. Logan	Suz
A. Trujillo	Yam
R. Hernandez	Yam

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Bobby Sanders (Nor) is no stranger to the winner's spot. He took Open Expert Half-mile honors. — Imogene Rees Photo.

The 250 Experts go at it hot and heavy in TT competition at Adelanto. Tom Worfolk (135) came out on top. He did the same in the Half-mile. — Imogene Rees Photo.

CRC MOTOCROSS
Indian Dunes
Valencia, Calif.
Mar. 18, 1973
by The Shadow

OPEN VETS	
Dick Smallwood	Hus
Vidar Anderson	Mai
Gary L. Schooley	Mai
250 VETS	
Art Morin	Bul
Dave Turnquist	CZ
R.O. Waldron	Kaw
0-175 VETS	
Al Perez	Bul
Lou Mayers	Mon
Don Tate	Puc
OPEN SR	
Ben DelCampo	Yam
Bruce Carpenter	CZ
Arnie Beaman	Bul
250 SR	
Randy Stubbs	Bul
John Green	Bul
Ron Jones	Hon
OPEN INT	
Chris Crowell	CZ
Kenall Watson	CZ
250 INT	
Dave Arnold	Hon
0-175 INT	
Paul Allum	Pen
Joe Green	Pen
OPEN NOV	
Craig Rose	CZ
Bruce Slingerland	CZ
Terry Abbatoye	Mai
OPEN BEG	
Lee Evans	Hus
Terry Van Blaircom	Bul
David Saldana	Suz
250 NOV	
Bill Tarling	Suz
Rich Leonard	CZ
Jeff Jarvi	Yam
250 NOV UNDER 16	
Brad Williams	Hon
Rufus Kerr	Oss
Kelly Bautista	CZ
250 BEG	
Kurt Sofka	Yam
Brad Nelson	CZ
Larry Jett	Yam
250 BEG UNDER 16	
Brian Summers	CZ
Mike Shareff	Hus
John Moreaux	Yam
100 NOV	
Andy Jannings	Suz
Robert J. Brown	Hon
Joe Filippi	Hod
100 NOV UNDER 16	
Rufus Kerr	Hod
Joe Howton	Pen
Hector Hernandez	Suz
125 NOV	
Randy Whiteaker	Bul
Glen Stevrer	Yam
Bob Clarke	Mon
125 NOV UNDER 16	
Bryan Slagle	Pen
John Allum	Pen
Daniel W. Wade Jr.	Yam
125 BEG	
Rich Zallar	Yam
Kurt VanHoof	Bul
Greg Snarr	Yam
125 BEG UNDER 16	
Chris Bartlett	Hus
Mark Hughes	Yam
Chris Mallory	Pen
100 BEG	
Mark Raiche	Hon
Ed Boca	Hod
Larry Cooper	Hod
100 BEG UNDER 16	
Mario DosSantos	Yam
Manny Angulo	Suz
Mark Ruelas	Suz
POWDER PUFF	
Pamela Westmoreland	Yam
Annabella Wood	Hod
Denise Meterier	Mnk
60cc MINI	
Tom Gibson	Yam
Jerry Costellano	Yam
Don Draskovich	Yam
70cc MINI	
Mike Petty	Hon
Kurt Sofka Jr.	Yam
Gregory Brown	Hon

TT SCRAMBLES
De Anza Park
Mar. 18, 1973
by Elaine Jones

MINIBIKE	
PEE WEE	
Charlie Philpot	Yam
Kenny Conover	Hon
Richard Jones	Hon
OPEN	
Randy Bennett	Gem
Mark Hoops	Hon
Greg McBride	Hon
MINICYCLE	
STOCK	
Ricky Simmons	Hon
Fred Conover	Ind
Kevin Ketzel	Yam
0-65cc	
Jimmy Simmons	Yam
Billy Monteleone	Yam
Dana Warne	Yam
66-75cc DIV I	
Shon Anderson	Hon
Terry McCreery	Hon
Larry Ezell	Hon
66-75cc DIV II	
Todd Peterson	Ind
Richy Simmons	Hon
Jamie Oliver	Tor
OPEN	
Marty Miller	Ste
Bill Jewett	Hon
Joey Hamilton	Hon
POWDER PUFF	
Coyla Thompson	Kaw
Karen Hall	Hon
SPECIAL OPEN DIV I	
Shon Anderson	Hon
David Jones	Yam
Dana Warne	Yam
SPECIAL OPEN DIV II	
Bill Jewett	Hon
Joey Hamilton	Hon
Jamie Oliver	LL
MOTORCYCLE	
100	
Chuck Hoops	Bul
David Jones	Hod
Larry Peacock	Hon
125	
Jim Olson	Yam
Greg Talkington	Yam
Scott Smith	Bul
OPEN BEG	
Casey Croswhite	Yam
Daniel McAllister	Yam
Gary Bates	Yam
250 BEG	
Eddie Froelich	Oss
Rich Washington	Yam
Jim Counsellor	Yam
250 BEG OVER 35	
Leonard Jones	Yam
R.O. Waldron	Kaw
Bud Campbell	Suz
125 BEG	
Phil Tignor	Yam
Tom Walker	Yam
POWDER PUFF	
Cissie Bodenbender	Yam

CRC ESKIMO SCRAMBLES
Lancaster, Calif.
Mar. 11, 1973
by The Shadow

OPEN NOV	
Marlyn Kinney	Hus
Tom Bush	Hus
Rick Waldron	Mai
250 NOV	
Leo Kannon	Yam
Steve Smith	Mai
Roger Navratil	Yam
125 NOV	
Bill Sanchez	Pen
Scott Hightower	Hod
Chris Hightower	DKW

T.T. SCRAMBLES
Perris, Calif.
Sat. Mar. 17, 1973
by Carolyn Graves

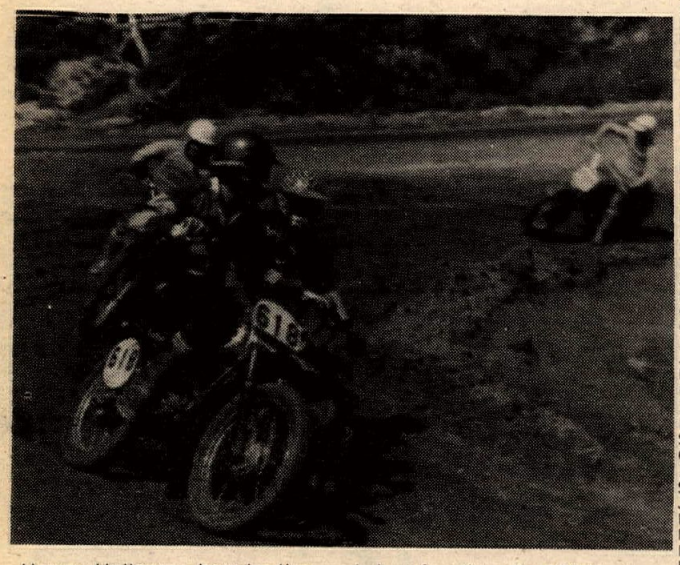
100 NOV	
Brian Haycock	Kaw
Greg Scroggins	Kaw
Jay Wagner	Kaw
100 NOV	
L. Allen Daniels	Tor
Dale Creason	Kaw
Don Swiendle	Yam
100/125 A-E	
Randy Monroe	Kaw
Rex Hailey	Bul
Jim Wood	Kaw
125 NOV	
Donald Keeling	Yam
Stan Heinriey	Yam
Vincent Landry	Yam
175/200	
Jim Wright	Bul
Jerry Reynolds	Bul
Robert Michalik	Kaw
250 NOV	
Bob Byars	Yam
Bill Carpenter	Yam
Ron Bair	Tri
250 NOV	
Dan Boo	Kaw
Robert Fiesler	Yam
Richard Greer	Suz
250 NOV	
Ken Norris	Coo
Steve Stone	Bul
Richard Beck	Oss
250 NOV	
Paul Nicholson	Hon
Bruce Kissack	Oss
Richard Bair	Yam
250 A/E	
Mark Reichert	Yam
Don Frauenberger	Bul
Dan McWhorter	Mon
250 A/E	
Dennis Creason	Bul
Jeff Coleman	Kaw
Scott Smith	M-O
NOV MOTO	
Chris Smith	Yam
Bob Grant	Yam
Ron McQullin	Yam
NOV MOTO	
Ronny Roderick	Yam
Chuck Baker	Yam
Bill Msitre	Suz
A/E MOTO	
Paul Lamert	CZ
Don Frauenberger	—
Walt Foster	Yam
MINI (A)	
K. Scroggins	Hon
Todd Peterson	Ind
Gary Milhoan	Ind
MINI (B)	
Jim Hall	Hon
Joe Sprangerl	Ind
Frank Spangler	Ind

TT SCRAMBLES
Lightweights M.C.
Perris, Calif.
Mar. 18, 1973

100 NOV	
Troy Fisher	—
Steve Lyons	Suz
Steve Pergin	Kaw
100 AM/EX	
Wayne Whisenant	Kaw
Vince Mead	Kaw
Robert Murray	Kaw
125 NOV	
John Sargent	Yam
Thomas Mitchell	Yam
Mark Ritchie	—
125 AM	
Steve Okuda	Gem
Vern Maxwell	Bul
Kenny Johnson	Kaw
125 EX	
Rex Hailey	Bul
Steve Fortune	Yam
Don T. Grigsby	Yam
175-200 NOV/AM	
Steve Bales	Bul
Brinn Searry	Bul
Terry Pruitt	Bul
175-200 EX	
Charles Soderstrom	Bul
Jim Wright	Bul
Hal Cheetwood	Bul
250 NOV	
Richard Draudy	Bul
Dean Meyer	Bul
Chuck Petty	Bul
250 AM	
Randy Roderick	Yam
Jim Rees	Yam
Rich Barnes	Yam
250 EX	
Doug Mason	Bul
Mike Myers	Yam
Scott Smith	Yam
350 AM/EX	
Jim Wright	—
Don Frauenberger	Bul
Jeff Clark	Bul
OPEN NOV	
Brinn Tolson	Mai
Al Wighton	Mai
Derek Katanic	Kaw
500 AM	
Bill Klaers	Mai
Doug Mason	Mai
Jim Hendry *	Yam
Skip Cristy *	Yam
* Tie	
500 EX	
Paul Lambert	CZ
Kirk Redding	Mai
Joe Monohan	Yam
OPEN AM/EX	
Dennis Junker	Yam
John Sprague	Tri
Jack McCaffety	Yam

TT AND HALF-MILE
H.R.A.
395 Cycle Park
Adelanto, Calif.
Mar. 25, 1973
by Imogene Rees

TT	
100 NOV	
Chris Morland	Kaw
Jay Bales	Yam
Toby Sweaney	Kaw
125 NOV	
Al Glove	Yam
Tim Melancon	Yam
Albert Renz	Yam
250 NOV	
Jim Nosek	Bul
Tom Anson	Bul
Joe Schneck	Bul
100-125 AM/EX	
Terry Griner	Yam
Bob Gregor	Yam
Mike Koplin	Pen
OPEN NOV	
Tim Doland	BSA
Steve Story	BSA
John Peterson	Kaw
500 AM/EX	
Earl Roloff	Yam
Pat Dale	BSA
Jim Steinbach	Yam
250 COMB	
Tom Worfolk	Yam
Earl Roloff	Yam
Terry Griner	Yam
OPEN AM/EX	
Bruce Foley	Tri
Bob Sanders	Kaw
Randall Bowsman	Tri
HALF-MILE	
250 AM/EX	
Tom Warfolk	Yam
Terry Griner	Yam
Norman Warner	Bul
500 AM/EX	
Earl Roloff	Yam
Bob Sanders	Kaw
Jim Steinback	Yam
OPEN AM/EX	
Bob Sanders	Nor
Earl Roloff	Yam
Mike Dannells	Nor
100 AM/EX	
Gary Evans	Kaw
Troy Fisher	Kaw
Mike North	Kaw
125 AM/EX	
Terry Griner	Yam
Bob Gregor	Yam
Bob Hill	Yam
100 NOV	
161	—
Toby Sweaney	Kaw
Jay Bales	Yam
125 NOV	
Jay Fisher	—
Tim Melancon	Yam
Al Glover	Yam
250 NOV	
Jim Nosek	Bul
Bob Ash	—
Tom Anson	Bul
OPEN NOV	
Tim Doland	BSA
John Peterson	Kaw
George Hicks	Yam



Harvey Holloway, here leading, ended up fourth in the 100 Novice class in CRC Indian Dunes. — Shadow Photo.

CRC MOTOCROSS
Rawhide Park
Elsinore, Calif.
Mar. 17, 1973
by The Shadow

VETS	
Mile Bender	Oss
Harry Gardner	CZ
Bob Gregors	Yam
INT	
Robert Bernier	CZ
Perry Black	Mai
OPEN BEG	
Dan Begon	Hus
Dennis Seaman	CZ
OPEN NOV	
Mike Jackson	Yam
Dick Brown	Yam
250 BEG	
Kurt Sofka	Yam
Cam Bonner	Hus
Garry Faulks	Yam
125 BEG	
Jay Gardner	CZ
Mike Barker	Mnk
Freddy Rauh	Yam
125 NOV	
LeRoy Larson	DKW
Steve Sixbery	Yam
Conrad Weber	CZ
100 BEG	
Steven Pagel	Yam
Jeff Drake	Suz
Don Ingels	Yam
MINIBIKE	
Dean Pagel	Ind
Kurt Sofka, Jr.	Yam
Scott Eisner	Yam

Forest Cole lays down a Honda in 100 Beginners' motos during CRC - sanctioned action at Indian Dunes. — Shadow Photo.

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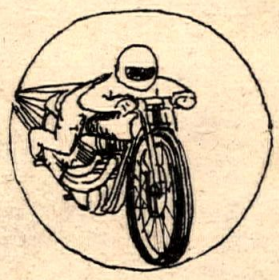

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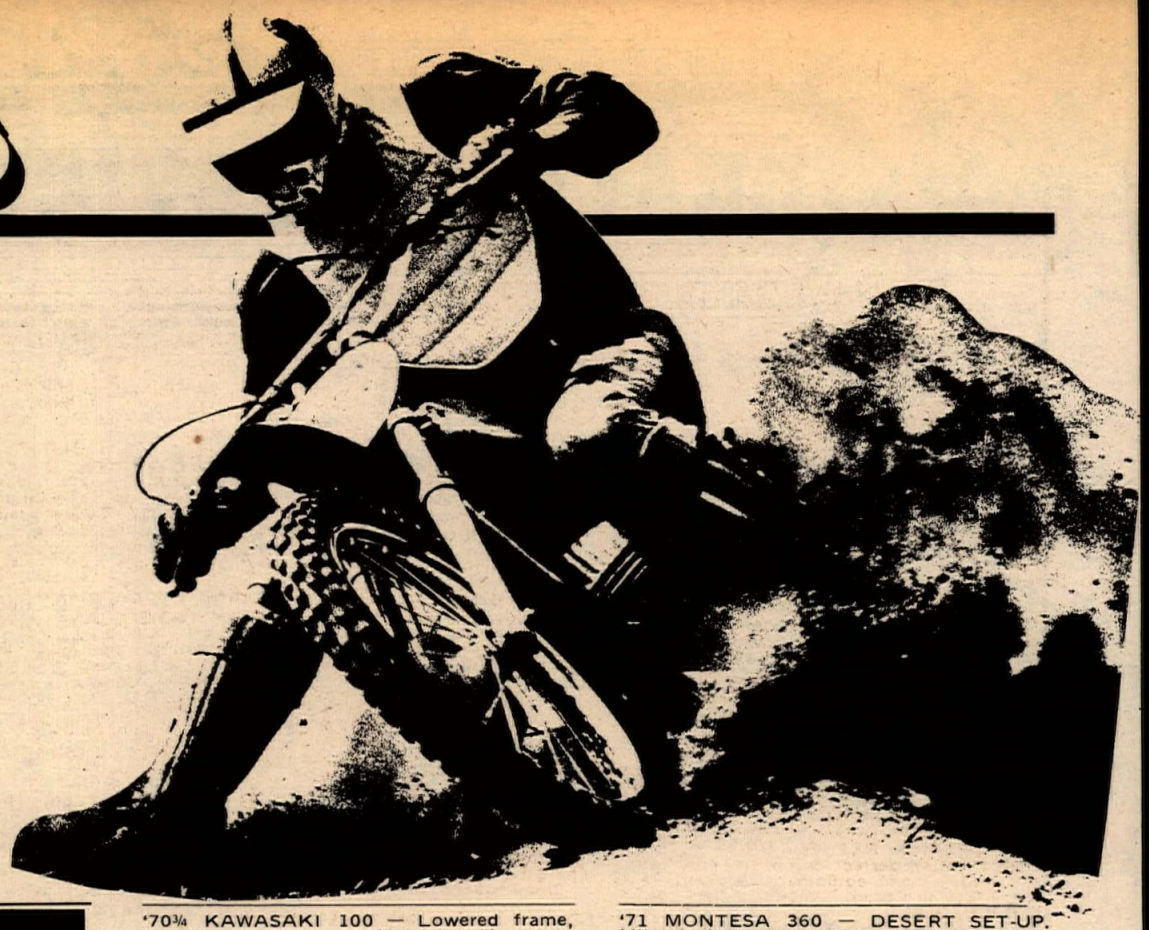

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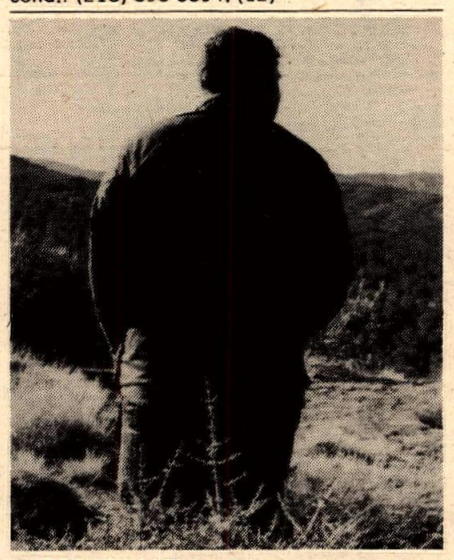

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Great performance in a small frame, limited offer, $385. Kolbe Cycle Sales, 22123 Ventura Blvd., Woodland Hills, Ca. (213) 348-7865. (12/2x)

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Parts, sales, & better than fantastic service. B & V Motorcycles, 159 E. Imperial, La Habra, Ca. (714) 525-7606. (12)

'72 BULTACO 250 PURSANG
Desert ready. Brand new top & bottom end & ignition. 3:50x21 front; 4:50 Metzeler rear. Two tanks, Diamond chain, unbreakable fenders. Fast & reliable. Must see to appreciate, $750.00. (213) 325-0954. (12)

'70 HONDA 750
Excellent condition, special seat, saddle bags, roll bar, fairing, special pipes, gauges. Must sell, $950.00. Call (213) 283-3649, Steve. (12)

OSSA "175" STILETTO
New Renold & Diamond chains, Unilevers, 5" Curnutts, new Cheng Shins, 4:00x18 & 3:50x21, 34mm IRZ carb. Prof. tuned & ported plus more — faster than a speeding bullet & it climbs trees too! Injuries sustained in fall at home necessitates sale. $495.00 (sob!). (714) 682-9858. (12)

'72 HUSKY 250 CR
Set up, $900.00 firm. (714) 689-1968. (12)

'71 C-Z 250 M-X
Full race Femsa ignition, cust., Petty tank & fenders, Akront, wheels, super cond., $695.00. (714) 593-4007. (12)

'70 CZ 380. KONIS, Akronts, skid plate, kickstand, factory folding pegs, Filtron, $625. Phone (213) 920-1384. (12)

'72 MX 360 YAMAHA, clean, $825. Phone (213) 324-9039. (12)

'72 TM 250 SUZUKI, 4 months old, extras, $675.00. Rick (213) 370-0520. (12)

'67 BULTACO "LOBITO" 100cc
Good trail bike — never raced, off hwy. permit. $175.00 firm. (213) 928-2879 after 6:00. (12)

'73 YAM. 100cc MX — NEVER RACED, ridden few times by aspiring powder puffer. $500.00 or $100.00, take over pmts. (714) 548-7588 — Cindy. (12)

CZ 400 FAST AND RELIABLE
Fesma ignition, Mikuni, Bassani pipe, plastic fenders, 3.50x21 and 4.50x18, Curnutts, Akronts, super fast and stone reliable — Sacrifice $925.00. (213) 835-5084. (12)

COMPETITION RIDERS WANTED
Limited membership, desert riders. Jesters' M.C. Phone (714) 244-3059 or (714) 245-1230. (12)

'69 YAMAHA 250 ENDURO
DT1-S, in storage two years. Excellent, like new, must sell, $400 or best offer. (213) 894-7254. (12)

1972 OSSA STILETTO
Excellent condition, see to appreciate, extras, $550, must sell. (213) 988-1663. (12)

NEIGHBORHOOD GARAGE SALE
1970 Yamaha HT1, 90cc stock pipe, down pipe, $225. 1970 Bultaco Lobito 100cc, runs good, $250. 1969 Yamaha AT1, 125cc, down pipe, lower frame, plastic tank, fenders, $325. 1971½ CZ, 250cc, fast, plastic tank, stock tank, tools, manual, plastic front fender, rebuilt engine, $600. 1972 Yamaha DT2, 250cc, $625. '69 Maico, 360cc rebuilt, Pumper carb., Akronts, $475. 1972 Husky, 360cc Enduro, runs good, $850. 1969 BSA, 441cc dirt, street legal, low mileage, immaculate, $550. After 5 (213) 370-4255. (12)

'72 250 CZ MUST SELL
Glass tank, plastic fenders, Konis, seals, Filtron and more. Immaculately maintained, ridden little, $785. (714) 624-2874. (12)

'69 TRIUMPH TR 250. 1800 mi., xlnt. condition, $300/offer. (213) 661-5111 ask for Steve or Henry. (12)

1971½ BULTACO 125cc
Very clean & fast. Akronts, Diamond chain, Pettys, Hooker pipe, Mikuni, Reed valve, ported, new piston & clutch, discs, stuffed crank. See to appreciate. (714) 626-0271. (12)

250 AM. EAG., runs & looks sharp, $350. Dennis (213) 795-4238. (12)

'72 YAMAHA 250 MX. Curnutts, extras, excellent cond., ORV sticker, $650.00. '72 Honda SL 350, 1500 miles, '73 tags, excellent cond., $575.00. (213) 345-9008. (12)

'68 250 GREEVES (EX. COND.), ready for any desert race. Leathers, boots, helmet, & gloves, step in all for $350. (213) 762-6179. (12)

SPEEDWAY BIKE SPECIAL
1970 Jawa Eso, excellent cond., race ready. Call Ken for particulars. $1,000.00 or best offer. (714) 675-7522. (12)

TR2 YAMAHA road racer, rebuilt crank, looks and runs great, $700. (213) 596-8405 or 434-2148 after 3:00 p.m. (12)

'72 YAMAHA 100 MX
Petty fenders, J&R down pipe, Filtron, good condition, fast, 3.50 back knobby. Ask. $425. (213) HO 7-3666. (12)

'71 125cc YAMAHA ENDURO
Completely stock, very low street mileage, immaculately maintained, $350.00. Call after 5:00 p.m. (213) 289-1092. (12)

380 CZ BOYD & STELLINGS FRAME
1972 CZ Boyd & Stelling frame, nickel plated alloy tank, floating rear brake, Mikuni, Trelleborg tires, DID rims, works porting. Must sell, best offer. After 5 p.m. (213) 289-1092. (12)

1970 BULTACO Sherpa "S" — excellent. Loaded, much invested, $315.00, will deliver. (213) 794-0827. (12)

'70 YAMAHA 360 ENDURO. 6,000 mi., no dirt abuse, helmet & extras, $425.00. Palm Desert (714) 346-9251. (12)

TIRED OF SECOND BEST ?
Buy my clean '72 Pursang 250. Desert tank, 34 Mikuni, Preston Petty fenders, etc., etc. $725. (213) 985-4221, evenings (805) 259-1615. (12)

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Completely stock, square barrel, excellent condition, $800.00. Call anytime (213) 372-7252. (12)

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Two 1972 Eso's. Ready to race, engines by Schafer. 22" wheels, $1195.00 each. Last chance to buy before the season starts. (714) 636-5819 after five & weekends. (12)

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1972, cherry — Mikuni, Konis, Peanut tank, ported, pipe, Pettys, Filtron, more. Super reliable and fast — much better than new, $750. (213) 343-1313. (12)

'71½ HODAKA SUPER RAT
21" Akronts, Preston Pettys, custom seat, extended swing arm, Webco desert pegs, E.C. Birt down pipe, new straight cut gears, ported, polished, super fast, much more, excellent condition, $425. (213) 834-6235. (12)

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Perfect running condition. New top end, lowered plus extras. Lots of extra parts; tools. Must sell, $700.00/best offer. (714) 496-9497 or (714) 492-6741. (12)

'71 HUSKY 400
Curnutts, lowered engine, new top & bottom end & clutch, much more, $750.00. (213) 345-0749. (12)

THE STOWAWAY
Carries 3 bikes inside, fold-up floor, stove, ice box, sleeps 4 plus. (213) 881-4101. (12)

SUZUKI OWNERS !
Make your TM 250 or 400 into a trail bike! Trade your motocross ignition with my TS 250 CDI flywheel. (213) 325-5485. (12)

MAICO 400 RADIAL 1972
RS pipe — MX pegs, alum. brake pedal, K&N filter, 350 front tire, new rear tire, etc. $1000.00. After 6:00 p.m. (213) 355-6463. (12)

'70 HONDA MINI TRAIL 70. MX bars, straight pipe, aluminum handlebar crowns, skid plate. $225 or best offer. After 5 (213) 631-1029. (12)

'71 450 HONDA
Partially chopped, great condition. $800.00 or best offer. (213) 323-3209 or 329-3587. (12)

MK4 RICKMAN METISSE
Fresh BSA Victor engine, both tanks, off road reg., set up professionally, Akront, etc. Many extras, strong, reliable Thumper. $900.00 or ? (213) 459-2221. (12)

BELL Helmet, size 6-7/8, excellent condition — must sell, $25.00. (213) 427-0766. (12)

ABSOLUTELY NOT FOR PANSIES
1966, 800cc Triumph engine, everything new, not even broken in yet. Magneto, Sifton cams, new Rickman Metisse frame, new road tires. Should have change of underwear when you ride. Approx. 250 lbs. Offer. (415) 254-6451. (12)

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4—U.S. INDY MAGS 14x7
Brand new, $125.00. (213) 328-2894. (12)

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'71 HUSKY 250, RACED ALL YEAR. Complete fresh engine for '73, have goodies, $775.00. (213) 862-0467. (12)

HODAKA SUPER RAT. VT leading link, 21" front, Akront, Mavricks, plastic fenders, new seat and tank, perfect condition. Must see, $350 or offer. Call Mike (714) 525-2855. (12)

250 OSSA Stiletto '71, Konis, Filtron, Diamond chain, $595/offer. (415) 935-0633. (12)

'72 FORD SUPER VAN
14,000 miles, V8, automatic, mag wheels, Polyglass tires, heavy duty alternator & battery, heavy duty suspension, dual exhaust, gauges, heavy duty radiator, radio, chrome bumpers. $3,400.00 or offer. (213) 391-8190. (12)

1971 BULTACO PURSANG
Set up for TT. Front spool, Akront wheels, all rebuilt gear box & top end, 36mm carb., $550.00. Please contact at (213) 863-0067. (12)

1972 DT-2 YAMAHA
in very good condition, never raced, $550.00. Please contact at (213) 863-0067. (12)

VAN, SELL — TRADE
'69—Ford Club Wagon, V-8, stick shift. (714) 995-5068. (12)

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'71 TM 400, two tanks + extras, super clean and quick. $595.00 or best offer. (714) 847-6336. (12)

"71" CZ 125 fast & reliable, excellent condition. Extras, $499. Bell Star helmet, 7-1/8, $25. Craig (213) 446-9404. (12)

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Happy Birthday!
(12)

'70 500 KAWASAKI
Low mileage, very clean, rebuilt clutch and top end. Make offer. Call (213) 422-1412 evenings and weekend. (12)

'71 MAICO 250
Akronts, Mikuni, super clean, $550.00. After 5 p.m. (213) 376-7244. (12)

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WANT ADS

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New clutch, 2-tanks, new Betors, Filtron, $650.00. (213) 638-8989. (12)

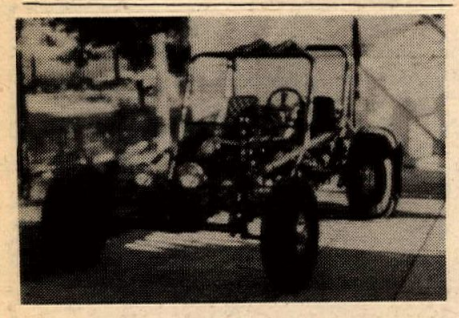
CZ 250 '72
36 Bing, Reed valve, Akronts, H.D. spokes, J. Hoover pipe, xtra tank, clean & fast, $800. (714) 494-5844. (12)

B.S.A. 250, '65, SEMI BASKET, $125 or best offer or trade for Ossa parts. Ask for Dan (213) 894-6283. (12)

'72¾ MAICO RADIAL 400
Yamaha hub, Akront, 2 pipes, alum. guide, Filtron, cables, super clean, $1100. Newhall (805) 252-4089. (12)

WANTED FRAME
360 Yam. — no stocker. Call (213) 361-1322, leave name and number. (12)

1970¾ SACHS 125, perfect condition, extras, few miles, $525.00. (213) 899-0710. (12)



DUNE BUGGY & TRAILER, new Chevy Corvair engine, VW trans., axle. Must sell, look & run great. $895.00 or make offer, no reasonable offer refused. (213) 246-9255. (12)

HODAKA 125 WOMBAT NEW
Never ridden, make offer. (213) 396-3060. (12)

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Triumph Bonneville motor. Will pay cash. Call Rod (213) 454-5369. (12)

'71¾ 125 DKW MX. Excellent condition, race ready, Curnutts, Akronts, pipe, fenders, Filtron and more. Reliable, super clean, super fast, $475. (805) 483-0666. (12)

'71¾ YAMAHA 90 MX. Ported, stock and P.P. fenders, extra tank, pegs, bars. Very fast, looks and runs like new, $325.00. (805) 526-6116. (12)

RICKMAN
'71¾, 250cc, 5 speed, excellent condition, Akronts & Cerianis, $550. Call weekdays after 5, all day Sat. or Sunday eve. (707) 648-0263. (12)

'71 PURSANG 250 MX
Filtron, Diamond chain, Bassani, expansion chamber, excellent condition, $500.00. (714) 837-0651. (12)

1972¾ YAMAHA 250 MX, clean, large gas tank, $750. (714) 543-3565. (12)

'69 YAM. 125 MX, $225.00. Good condition, dirt bike. (714) 246-6109. (12)

HODAKA TROPHY TRICKS!!
Come on down and find out! B&V, 159 E. Imperial, La Habra, Ca. (714) 525-7606. (12)

WANTED: RICKMAN DESERT TANK
to buy or trade MX tank. (714) 375-4089. (12)

WANTED: STOCK CZ SHOCKS
Good condition (no junk — please!). (213) 285-8131. (12)

1970 MONTESA 360 good cond., dependable — too fast, $500. (213) 280-4929. (12)

'72 BULTACO
250 Pursang; motocross, excellent condition with accessories. (714) 724-4483 or 726-7310. (12)

1972¾ 250 YAMAHA MX
$1050 invested. Konis, Filtron, compression release, handles great, excellent condition. Must sacrifice at $775 or best offer. Sunnyvale (408) 736-3573. (12)

WANTED: Stock DT-2 gas tank, no dents, and DT1 silenced chamber. Mark (213) 655-3369. (12)

'71 BULTACO 125 SHERPA S
Filtron, P.P. fenders, new chain, extra gearing, good cond., $400. Call Terry (714) 683-2125. (12)

BSA 1000cc VEE TWIN
1936, in good running condition. 4 speed hand shift. It's rusty but original and 100% complete. $750.00. (213) 944-4605 Whittier. (12)

'71 B.S.A. 500
Desert & enduro, 21", Akront, 350-450 knobbies, Filtron air box, plastic fenders. Speedo, 1000 miles, like new. $600.00 or make offer. (714) 499-1871. (12)

'71 HARLEY BAJA. Dual spark plugs, good rubber, Curnutts, trick pipe, heavy duty back-end, Akront rim, 8 ga. spokes, $325 or best offer. (213) 286-3985. (12)

1972 CZ 250, good condition. Call for info. (213) 631-8501. $900/offer. (12)

FRAME
Nickel plated Montesa La Cross with seat & rear shocks, $45.00. 19 in. front wheel assy., complete, $45.00. (805) 252-6811. (12)

TOYOTA PICKUP RIPOFF
1971 Toyota Pickup, super clean, under 20,000 miles, spare tire, never used, going for wholesale blue book, $1550.00. New van coming. (213) 454-6220. (12)

250cc ZUNDAPP, looks & runs good, Bates seat, tuner pipe, desert ready, $210.00. (213) 569-3087. (12)

C-Z — 1972, 250cc, Akronts, Konis, Mikuni, Filtron, two tanks, trick pipe. $775.00 or best offer. (213) 342-8653. (12)

1972 DODGE WINDOW VAN. 127" WB, full power, factory air, 360 V-8. Carries three bikes and five adults in comfort, $3795. (714) 495-5434. (12)

'71¾ AJS $600
Excellent cond., Mikuni carb., large tank. (213) 348-6462. (12)

WANT HONDA MINI 50
(714) 776-6822. (12)

GOT $350?
'71 Harley Baja — Just broken in, xlnt. cond. Evenings (213) 447-3772. (12)

FREE SACHS
Now for a limited time, 1, 1970 Sachs MX. Vesco ported, milled head, Mikuni, new tires and much more, will be given free with the purchase of a 21" knobby — only $350.00. After 6:00 p.m., Del (714) 521-4057. (12)

450 HUSKY WR — AC BAKKEN Replica. Alum. tank, Malcolm Smith toolbag, blueprinted, only 10 hrs. on bike. Immaculate & God is it fast! Severe leg injury forces sale. (714) 645-9038. (12)

'71 OSSA 250 Pioneer, 1600 miles, extras, '73 lic., $600. (805) 646-5692. (12)

1972 YAMAHA 360 MX. EXCELLENT condition, many extras, $625.00. Call Kelly (213) 790-0867. (12)

250 YAMAHA ENDURO DT-1
Late '69. Stored 2 yrs. Hardly used, stripped for dirt, street equipment included. Chamber, excellent, $375.00. (213) 348-0768. (12)

'69½ HUSKY 360, NEW ENGINE and trans., desert ready, lots of extras. Call after 5 p.m. and I'll tell ya what you get., $550.00. Also new blk. bench seat for van, $50.00. (213) 442-2874. (12)

COMBAT WOMBATS
in stock now: B & V, 159 E. Imperial, La Habra. (714) 525-7606. (12)

'71¾ HUSKY 400. NEVER RACED or abused. Tools, sprockets, Honda seals, new 450 tire, absolutely cherry, must see to appreciate, $850.00. (213) 867-2505. (12)

1971¾ BULTACO SHERPA 125cc
New crank, seals, new back tire, A1 condition, must see to appreciate. Call (714) 774-7344 or 774-1209. Price $475.00. (12)

ATTENTION FORD OWNERS
For sale: 390 cu. in. motor — new, 1,000 miles. All new parts, wrecked car, need cash, $250.00 or best offer. Call after 6:00 p.m. (714) 774-1209. (12)

TM-400 SUZUKI
TM-400, full MXer, lowered, flywheel, $600 or ? (213) 396-4487. (12/2x)

MUST SELL KAWASAKI 100cc
'71 Greenstreak, has everything! Akronts, downpipe, Curnutts, etc. $275. (213) 329-6201. (12)

1971 PENTON 100, P.P. fenders, excellent condition, must see, $350. (714) 772-9706. (12)

1971 AJS 370, $500. LICENSED, Konis, Tomaselli levers, desert and Moto-X tanks and sprockets. New top end, stored one year. After 6 p.m. (714) 875-7889. (12)

'71 KAW BUSHMASTER 100 G3TRA. Hooker expansion chamber, 1st over bore, street legal, '73 tags. Dependability plus. (213) 927-7030. (12)

'72 PENTON 125cc. Akronts, Konis, ported by Mettco, $625. (714) 846-8786. (12)

1972 KAWASAKI ENDURO 175cc
Street legal, passenger seat, trials tires, great handling on trail and road, like new! Only $339. (213) 479-9592, private pty. — Don. (12)

1970 BULTACO - 200 SHERPA S. Reed valve, ported, new pipe, custom painted, Diamond chain, & many other extras. Set up for scrambles, $500. (213) 868-8932. (12)

'70 DT1 — FORK KIT, GIRLINGS, Filtrons, Quartz lighting, Baja seat, 2 tanks, Hooker, new tires, etc. If you want a super dependable and fast desert bike, ride this one, you won't be sorry, $495.00. (714) 338-1374. (12)

1970 CZ — low mileage, good condition, $550.00. (805) 947-7410. (12)

20+ H.P. GREEN-STREAK 100
Tuned Feb. 7 by factory mech. 4130 liner, two Filtrons, new knob, K&N bars, pegs, chamber, new seat, custom paint, reliable, never raced, $300.00 or best. (213) 943-9488. (12)

'71 HODAKA SUPER RAT. '73 engine, stock & plastic fenders, Barnett cables, new tires, bars, sprockets, chain, Soundmaster. Bills force sale, must see, desperate! (805) 526-2716. (12)

1970 JAWA 400 ISDT
Excellent condition, plastic fenders, extra cables, complete tool kit. Mikuni carb., owners and parts manual, street legal. May deliver to L.A. area. (805) 736-2606. (12)

'71 YAMAHA 90 MX. off road license, silencer, like new, $300.00. (714) 735-3289. (12)

1972 YAMAHA 360 RT2-MX
Perfect condition, flywheel ign., Curnutts, extra 3 gal. tank, $725.00. Will sell VDO front wheel drive odometer extra. Thousand Oaks (805) 492-1071. (12)

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Experienced factory trained Yamaha mechanic seeks employment in Oregon. Own tools, over 3 yrs. experience on Yamaha and other brands. Call after 6 p.m. (916) 275-3797. (12)

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250 or 360 enduro or MX engine. Call after 6:00 (213) 549-0336. (12)

VIRGIN Yamaha, 1971, 125 MX. Wife's bike, $350. (213) 867-8110. (12)

ITAL JET VAMPIRE, 50cc G.P. '72 A.C.A. class champ, will be at A.C.A. Riverside April 15, race ready, spares, $400. Must see, Dick Robb (213) 326-3652. (12)

1972 YAMAHA 650. 1400 miles, very clean. 1971½ SUZUKI 400 MX, bought 3-72, also very clean. For information call Ivan at (213) 849-5648 or 464-2980. (12)

YAMAHA FACTORY ROAD RACER
TD1B, fresh crank, new Mikunis, full fairing, six spare barrels. $300, bargain. Bob Chang, 517 Oxford Circle, Davis, Calif. (916) 678-4482 evenings. (12)

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Big Price reductions on Tax-Free 1973 Triumph/BSA motorcycles to U.K. visitors. Free brochure now! Comerfords, Dept. CN, Portsmouth Road, Thames Ditton, Surrey, London, England. (EOW)

NEW YAM. MX 125 & 100 MX
Lowest prices, no gimmicks! Call, ask for Dennis (213) 868-1663. Also Mini 80, used only 30 miles, 1973. (12/2x)

MOTORCYCLE MECHANIC
H-D experienced. Top pay for top mechanic. Call Pauls H-D (213) 634-1222. (12)

MECHANIC
Honda experienced only. Norm Best Motors, 8461 Commonwealth, Buena Park, Ca. (714) 521-3642. (12)

HODAKA
Webco head, Dyke ring piston, 24mm carb., Barnett clutch, fresh trans., Filtron, trick front forks, Petty fender, new seat & paint, desert ready, many extra parts, $195.00. (213) 569-3087. (12)

'72 YAMAHA 360 MX
Never raced, clean, Filtron, Koni, mag, enduro barrel, 4:50x18, $595.00. (714) 839-3884. (12)

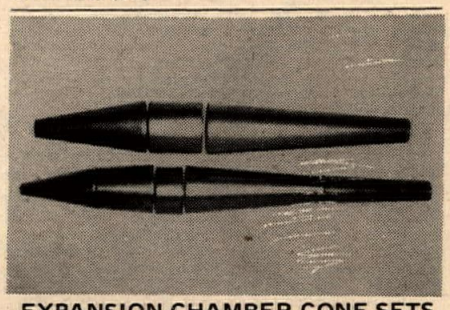
TRADE HUSKY ENDURO
1971, 360cc, 500 miles, cherry condition, for 1972, 125cc Yamaha Enduro plus cash equity, or $775.00 outright. Call anytime (213) 281-8433. (12)

CZ 1972, 250cc. Mikuni, pipe, etc., $950. (213) 372-4047 eve. (10/4x)

'70 GRIFFON 250. Real good shape, stored one year, $500.00. (213) 867-6193. (11/2x)

$100.00 REWARD
Information leading to the return of my 350 Bultaco Pursang. Stolen 3/18 from Villa Pomona Apts. in Costa Mesa. Absolutely no questions asked. (714) 979-4300. (12)

3 MONTH OLD DKW HORNET
Never raced, perfect condition, $600. (213) 652-7011. (12)



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20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

250cc CAPPRA MONTESA "71", excellent cond., must sell, $675.00, extras. (213) 377-2037. (11/2x)

MY HUSKY IS NOT FOR SALE
That's what I've always said. But impending poverty forces me to do it. Excellent condition, well taken care of, '71½ 400. Freeway close, open Sundays, se habla Espanol. (805) 498-4702. (12)

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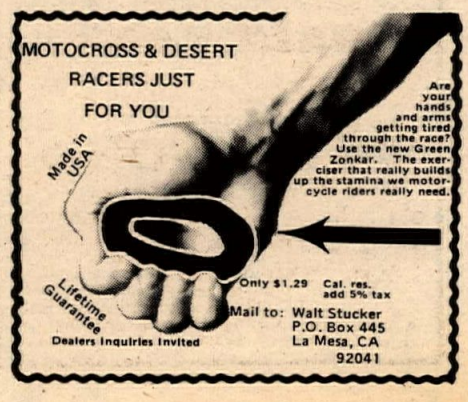

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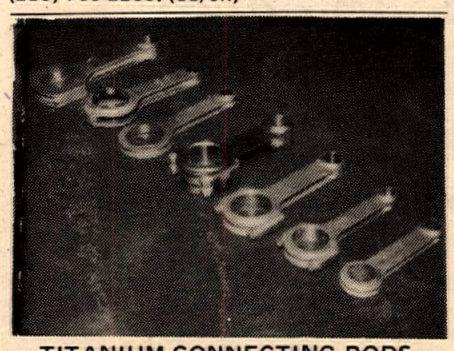

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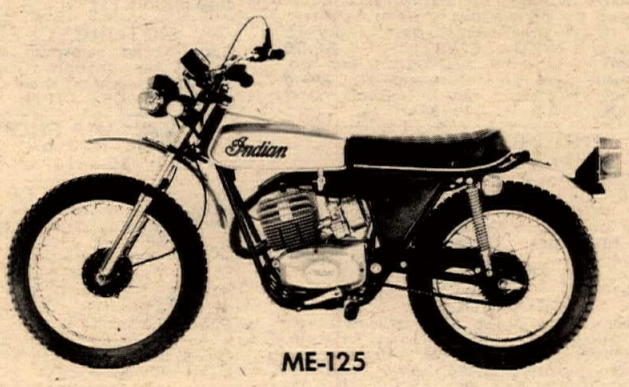

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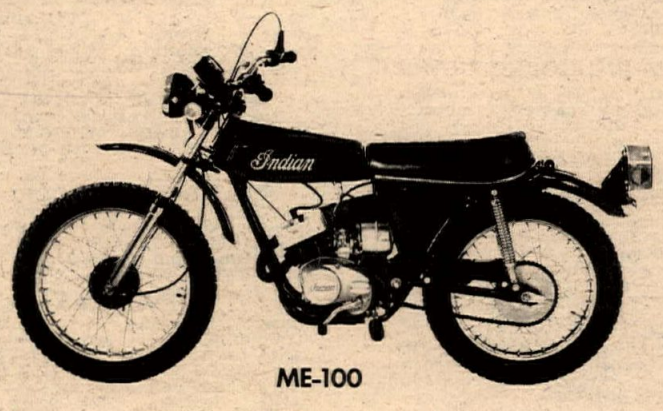

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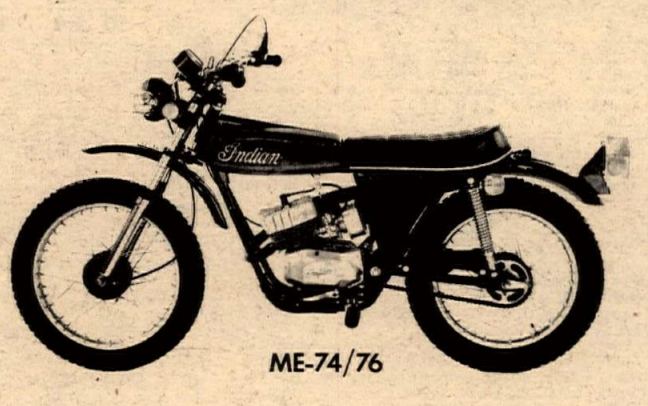

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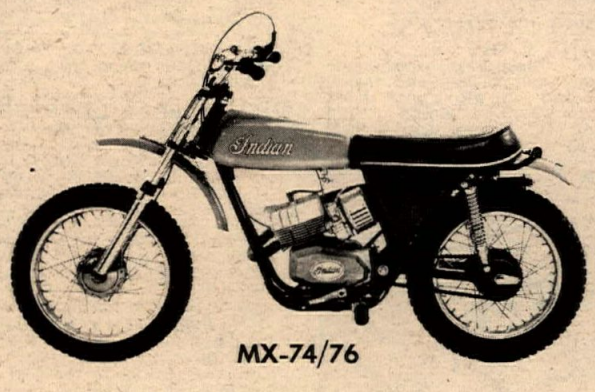

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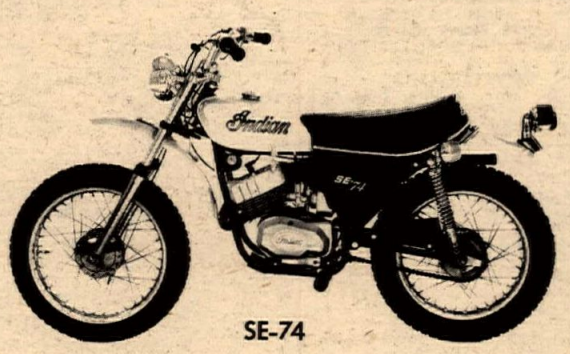

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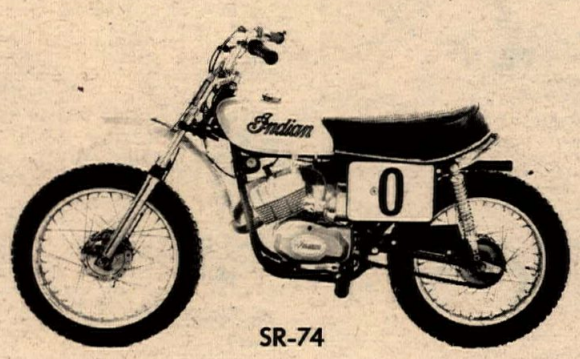

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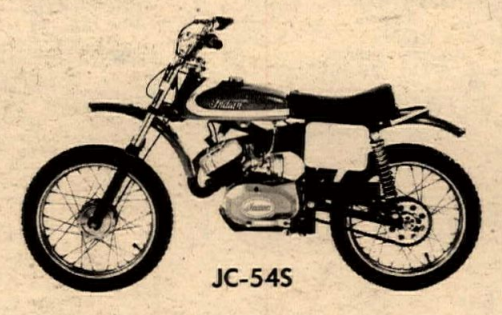
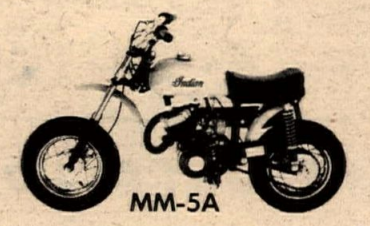

JC-54S


MM-5A

To: THE INDIAN MOTORCYCLE COMPANY 1535 W. Rosecrans Ave. Gardena, Ca 90249

From: Name _____

Address _____

Phone Number _____

Present Product Line _____

Present Dollar Value _____